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Hongkong Daily Press.

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The Highest Possible Award.
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Of Highest Quality, and having
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The Only Award Chicago, 1893
[918]

No. 14,440 號十肆百肆千肆萬壹第 日肆初月陸年十叁緒光 HONGKONG, SATURDAY, JULY 16TH, 1904. 陸拜禮 號陸拾月柒年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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IT AT ONCE RELIEVES THE SKIN
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Price \$11.00 PER DOZEN
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Blended
Selected
Distillations of the
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NEW PREMIER CYCLES. Best American
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**HOTEL PRINZ HEINRICH
AND STRAND HOTEL,
TSINGTAU.**

THE Tsingtau Hotel Company is now
erecting a new Bathing Hotel on the
beach of the Augusta Victoria Bay at Tsingtau.
It will contain 45 suites of rooms, consisting
each of sitting room, verandah, bedroom and
bathroom, lighted throughout by electricity.
Its situation in the immediate proximity of
the beach will make it specially suited for the
residence of ladies and children, while concerts
of the splendid Marine Band and the pretty
surroundings of Tsingtau will contribute to the
pleasure and recreation of all visitors. The
absence of the native element is a striking
feature of Tsingtau, not met with at any other
place in China.

The Hotel will be opened on the 1st of June.
An Omnibus will meet every steamer to carry
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Intending Visitors to either the Hotel Prinz
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rooms to

**THE MANAGER,
Hotel Prinz Heinrich, Tsingtau.**
Tsingtau, 28th May, 1904. [a1449]

**MACAO
AND
CANTON
HOTELS.**

A LITTLE CHANGE.

**THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable**

**WM. FARMER,
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**CARLTON HOUSE,
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FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished, Com-
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**B. F. HOWARD,
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Hongkong, 2nd July, 1904. [1621]

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THE undersigned, representative for **THE TRUSCOTT BOAT MANUFACTURING
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Sample boat in Hongkong at present. Inspection invited.

O. JANSON.

Care of AAGAARD, THORESEN & CO.,
HONGKONG CLUB ANNEX. [a1586]

Hongkong, 8th July, 1904.

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FILMS,
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DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a138]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904. [34a]

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SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

**SUPERB OLD COGNAC,
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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY
\$12.00 PER CASE.**

**THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.**

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.**

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE WHISKIES

AGENTS—SIEMSEN & CO., HONGKONG. [a145]

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This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

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\$15.00 PER DOZ.

A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—
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Telegram Address: "MARINEWORK."

Telephone No. 358. [a1153]

Hongkong, 1st May, 1904.

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FAMILIAR BEVERAGE
STONE GINGER-BEER
YCLEPT "POP."**



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WATKINS LIMITED
CHEMISTS, AERATED WATER MANUFACTURERS,
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LARGE STOCK

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Hongkong, 29th April, 1904. [a338]

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Collins' Graphic Dictionary	each
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The Citizen's Atlas, by Bartholomew	98 Illustrations
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Japan in Pictures, by Sladen	The National Sports of Great Britain;
Souls' Synonyms	50 Colored Plates
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CHEESE SAVOIE, CREAM (BLISS), MACLAREN'S and YOUNG AMERICAN
CHEESE,
YORK HAM and BEST ENGLISH BACON. TOYS. TOYS.

A. CHAZALON & CO. [a140]

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AQUARIUS SPARKLING MINERAL TABLE WATER
(made from Pure Triple Distilled Water).
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GENERAL MANAGERS,

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Hongkong, 15th July, 1904. [a35]

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**REPAIR WORK to Steamers and
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Moder charges. Work solicited.
J. D. EDWARDS,
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Amoy, 3rd December, 1903. [a1450]

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PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th August, 1903. [a1451]

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THE STANDARD LIFE OFFICE

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THE Standard is the only British Life Office
having a Local Board of Directors in the
Far East with full powers to accept Proposals,
pay Surrenders and Claims on the spot without
reference home.

The Oldest and Cheapest Company in the
East.

DODWELL & CO., LD.,

Agents. [a1612-2]

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Elegantly Furnished Reading, Drawing
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
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Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
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Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Wines cooled by Hotel refrigerators.
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machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! (No Extras!)

H. HAYNES,

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THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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Town Office: 7, DODWELL STREET. [a1914]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903. [a1982]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and Lofly Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
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MANAGER.

Hongkong, 31st October, 1902. [a1449]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)**

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (ss. *Hongshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."

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THE MANAGER.

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ESTABLISHED A.D. 1841.

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AERATED WATERS

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The Manufacture of our AERATED WATERS is conducted under constant European expert supervision.

THE MACHINERY in use embodies every improvement up to date.

The most perfect scientific system of filtration is employed.

By which means we have attained

PERFECTION OF QUALITY

AND ABSOLUTE PURITY.

OUR WATERS being acknowledged by the leading English Manufacturers as equal to their best productions.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be accepted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lister's. P.O. Box, 38. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th JULY, 1904.

Mr. A. RUMBAHN believes that plague is not so prevalent when there has been plenty of water to flush and cleanse the drains, and, like our Canton correspondent, sees therein an instance of cause and effect. The president of the Hongkong Sanitary Board (Dr. J. M. ATKINSON), we deduce, believes otherwise. At any rate, when Mr. RUMBAHN called his attention to a statement in the *Hongkong Daily Press* to the effect that the total disappearance of plague at Canton was attributed to the recent heavy rains, he (Dr. ATKINSON) said he was unaware that any connection had been shown between drains and plague. That, we take it, is tantamount to an expression of the contrary opinion to Mr. RUMBAHN's, although we are aware that even scientifically logical minds will sometimes accept that which has not been favoured with the demonstration implied by Dr. ATKINSON's word "shown." Our Canton correspondent, if he mentally established the connection between plague and drought with no more data than the one co-incidence of rain and absence of plague, was not scientifically logical. There is an element of logic, of course, in the process by which a man concludes that it is summer when he sees one swallow. The advent of the swallows having always been coincident with summer, one phenomenon having consistently been found associated with the other, he has logical reason to declare that it is summer-time, or summer. More careful and more extended observation, however, has led to the discovery of diversities that in turn gave rise to the aphorism "One swallow does not make a summer." Dr. ATKINSON would perhaps paraphrase it for

our Canton correspondent, and say "One coincidence does not establish a fact." Nevertheless, on this line of argument, the fact that Mr. RUMBAHN and our correspondent have separately reached a like conclusion points to the probability of there having been more than one isolated coincidence of facts to suggest the deduction indicated, and we do not for a moment think that either of them has founded his belief on one season's observations. It has always hitherto been understood that there was such connection between plague and drains—the presence of the one being notoriously prominent in the absence of the other. This sounds Hibernian, or like the schoolboy's pun, which "saved thousands of lives—by people not swallowing 'em," but the sense of it is sober enough. All the localities of the historical epidemics were stereotyped. Egypt, Constantinople, Spain, the London of 1665, were unsavoury enough from the sanitary engineer's point of view. The "Black Azovs" of 1577, the trouble of which we are told, was "owing to the filthy state in which the prisoners were brought to trial," should, strictly speaking, not be quoted as relevant; but it is significant that the long list of outbreaks should end early in the last century, co-temporaneously with the recognition of sanitation as an economic science. The books of Moses are full of hygienic precepts, and would no doubt have contained some hints on drainage, if Moses had then acquired the wisdom of a member of a modern Sanitary Board. HIPPOCRATES seems to have had conceptions of the ill to be avoided by means of a good water supply. During even a long spell of the disease it was noticed that it would disappear sometimes altogether at certain seasons, and that usually in or just after the rainy season. This is precisely the case in Hongkong, where plague appears, continues, and increases during the four months prior to the rainy season, and afterwards diminishes and dwindles until it is encouraged by (as Mr. RUMBAHN would say) the unflushed condition of the drains. Authorities tell us that temperature alone cannot be called to account for it. In the three months after the overflowing of the Nile, Dr. L. FRANK noticed during six or seven years' investigations that plague was much rarer than at other times. As he happened to be looking for evidence that the putrefaction of stagnant waters produced plague, however, the connection we suggest did not occur to him. Finally, one of the factors mentioned during a Parliamentary inquiry in the early 'fifties, as likely to have been responsible in conspiring against an English recrudescence of the plague, was "the introduction of public sewers." There is, we believe, a distinction in law between a "sewer" and a "drain," but that does not cause us much hesitation in coming to the conclusion that the President of the Sanitary Board has not all the authorities with him when he disavows the relationship between drains and plague.

Plague killed two Chinese during the twenty-four hours ending noon yesterday.

The French Mail of the 14th June was delivered in London on the 11th inst.

The "Dowie" person suddenly left London without fulfilling his engagements. It is thought that the refusal of the principal hotels to harbour him (after his impudent references to the King) must have preyed upon his mind. He went over to France.

Playing for Sussex against Derbyshire last month at Brighton, Mr. C. B. Fry made a score of 226 runs, following upon a score of 191 against Leicester shortly beforehand. This is a record score for the season, the previous highest being 201. Mr. Fry was at the wicket for four and a half hours.

At Stevens' salerooms in London last month Lord Nelson's cocked hat, which the great admiral gave to the sailing master of the *Victory*, was sold for five guineas; and the Duke of Wellington's umbrella, which he bestowed upon General Cook, went for eight guineas. It must have been rainy in town at that time.

It is many years ago that Matthew Arnold wept over the American newspapers, and this is how, says a home paper, they are writing in the present year of grace. "The dizzy blonde is as dead as the dodo. You can't give blonde show women away. The upgrowing generation may witness another apoplexy of the stage blonde; but with the generation that's got the deck now the black-haired or dark-brown haired girls it." The passage reads like an articulate cocktail.

When the employees of a Hoboken truckman went to play ball they took with them as a mascot their employer's pet ram. The animal was given beer, and early next morning was found in the street showing obvious signs of intoxication and evidently attempting to find its way home.—This puts a correspondent in mind of a certain hostelry monkey in Kowloon which occasionally drinks too much beer of a night and has to have a cocktail next morning before facing breakfast.

H.M. Consul at Chinkiang reports that amongst the miscellaneous foreign imports into that port during 1903 may be noted the following:—Looking-glasses (67,550), the spread of which is desirable, a goodly portion of the population of China never having seen their own faces; toilet soap (14,840 dozen), an import influenced, perhaps, by that of mirrors; and patent medicines, which a Chinaman absorbs with some avidity when he has been educated up to that point.

The Board of Trade have received information, through the Foreign Office, that the specific duties leviable under the Chinese Import Tariff of 1902 on margarine and on silk piece-goods and ribbons have been abolished, and an *ad valorem* rate of five per cent. substituted therefore in each case. It has also been arranged that printing and writing paper shall be dutiable, at importers' option, either at the specific rates contained in the Tariff or at five per cent. *ad valorem*.

The King, upon learning that the day personally selected for laying the first stone of St. Bartholomew's new Hospital, the 7th of July, was the date for the annual orphanage fete, at the Crystal Palace, of the Metropolitan and City Police, at once altered the date for the memorial stone to July 6th, and was pleased to say that he did this with much pleasure, as he is always anxious to do what he can for the police, who have so much work to do for him and for the Queen, and who perform it so well.

Writing about the Home Defence inquiries, "C. B." in the *Daily Graphic* says:—"It is a thousand pities that the two Commissions did not report simultaneously, as it would have been a revelation to the public of the frightful risks worn through the faddists. In this connection I may also recall the fact that not two years ago a third group of faddists were busy plotting to persuade a Commission that nothing could save the country in war but the laying of special all-British and deep-sea submarine cables in every direction. Writing on 'The Needs of the Navy' a few years ago, I stated that the faddists were becoming a public danger, and would break the back of the taxpayer. Subsequent events have strengthened this view."

New artists will make their appearance at the Metropole Theatre to-night, among whom is Miss Dora Gray, who is said to be an exceedingly clever versatile performer. She is billed as a mezzo-soprano, a serio-comic and dancer. She has received many eulogistic press notices, and she is expected to prove a drawing card. Another new "turn" to be introduced will be that of the Leopolds, sketch artists and comedians. They also dance a cake-walk. The other members of the company include Tom Morcomb, Hugh McCormick, Miss Gertie Maizie, Jack Glynn and Walter Keene. The Bioscope has a new series of animated pictures, and altogether the performance promises to be one of the best given at the Metropole Theatre.

In a certain well-known regiment of the line, at present stationed abroad, there is, says *To-day*, an officer who is something more than merely disliked by the men, on account of his strictness in little matters that the Tommies think immaterial. One evening, after a card-party, which was prolonged into the small hours, this officer was returning to his quarters, and, in passing a deep pond, stumbled and fell into it. Not being able to swim, he would most certainly have been drowned, had it not been for a private of his regiment, who, happening to pass at the moment, succeeded in pulling him out, not much the worse for his dip. The officer was very profuse in thanks, and asked his rescuer in what way he could repay him. "Well, sir," said the soldier, "the best way you could repay me would be to say nothing about it." "How's that?" asked the other. "Well, sir," was the reply, "if the other fellows knew I'd pulled you out, they'd chuck me in."

In connection with the recent announcement that "the Japanese Government has declared the termination of the special silver currency system in the Island of Formosa," a correspondent of the *Westminster Gazette* remarks:—"This news is very interesting, inasmuch as Japan's gold currency standard has been spoken of since the present war as unstable by those who are not well acquainted with the state of finance of Japan. Japan, quick to grasp the opportunity to make use of silver in Manchuria, has now brought Formosa to the same gold standard as Japan proper. Since Japan acquired the island in 1895, the silver basis was continued as during the Chinese regime, as trade with the Chinese Continent with the same basis would be convenient, and as Japan had some surplus silver which she could make use of in the island, to which the Japanese Mint supplied 'Marked Yen.' The value of the 'Marked Yen' fluctuated approximately between, say, 85 per cent. to 95 per cent. Gold Yen of Japan. The present step on the part of the Japanese Government will be for the final good and stability of trade and commerce of Formosa with Japan, as well as with other markets." And so, we may add, it will be for that of Hongkong, when the people in Downing Street allow us a gold standard.

THE ORPHEUM COMEDY COMPANY.

This Company gave another performance last night at the Theatre Royal, before a moderate house, no doubt to be accounted for by the high temperature now prevailing. The performance throughout was excellent in character, the audience testifying their appreciation by numerous recalls. Violet Bishop and Hettie Fuller were very pleasing in their respective roles, and Leonard Nelson, Victor Loydall, and Tim Howard—correctly billed as the funny man—were soon on good terms with their audience. A complete change of programme is advertised for this evening.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

MR ARNOLD FORSTER'S ARMY SCHEME.

TO SAVE £2,000,000.

London, 15th July.

Arnold Forster's scheme of army reform abolishes fourteen Line and five Garrison battalions. The general service is to be for nine years, short service two years. It reduces sixty batteries from six to four guns, and does away with linked battalions. It maintains a striking (? standing) force of 15,000 at Aldershot. It reduces the volunteer force to 180,000, but increases the volunteer grants. The estimated saving to be effected is put at £2,000,000.

TO LHASSA!

London, 14th July.

The British Mission has been ordered to begin an advance upon Lhasa, the headquarters of Tibet, to-day. It is expected to arrive on the 5th prox.

THE JOHORE RAILWAY.

London, 14th July.

The convention relating to the making of the railway through Johore has been signed.

DEATH OF PAUL KRUGER.

London, 14th July.

Paul Kruger, ex-president of the late Transvaal Republic, has died at Clarens (a village on the eastern shores of Lake Lemman, in the canton Vaud, Switzerland).

MR. ARNOLD-FORSTER'S ARMY SCHEME.

A deputation of Volunteer M.P.'s waited on Mr. Balfour on June 9th, and urged upon the Prime Minister and the Secretary of State for War the practically unanimous desire of the auxiliary forces for special representation on the Army Council. In support of their view they quoted the recent report of the Duke of Norfolk's Commission.

The Prime Minister, in the course of his reply, pointed out that the Government desired to treat the Militia, Yeomanry, and Volunteers as an effective part of the Home Army. Therefore, it seemed reasonable that their representation should be assigned to one of the great departments of the War Office. But it had been arranged by the Secretary of State that with regard to all cases where any matter of policy or organisation affecting the interests of the auxiliary forces came before the Director (General Mackinnon) he should have direct access to the Secretary of State, and that all papers which he desired to go to the Secretary of State should reach that Minister's hands after they had passed the Adjutant-General.

Mr. Arnold-Forster, the Secretary of State for War, explained the details of the new arrangement, and pointed out that there had been in the past just cause for complaint against the War Office authorities in their treatment of questions concerning the Volunteers—a state of things which he earnestly hoped might be remedied by the new organisation which had been established. The statements of Mr. Balfour and Mr. Arnold-Forster were received with general approval by the deputation."

TRANS-SIBERIAN FRAUDS.

A determined effort has been made to cope with the terribly widespread corruption which, since long before the outbreak of the war, has been rampant among the officials of the Trans-Siberian Railway. This effort may now be said to have succeeded. The personage chiefly responsible for the reform effort was the Dowager Empress of Russia, whose strenuous efforts on behalf of the soldiers have called forth universal admiration. Her Majesty sent several large sums of money to the Red Cross centres in the Far East, but to her extreme chagrin and disgust she found that they never reached their destination. Thanks to her powerful position at Court, she was able to inaugurate a searching inquiry into the whole administration of the railway, and to bring about the exposure of an organised gang of officials who had fattened on the spoils of corruption and fraud for many months.

A strict examination of all centres at which supplies are stored has been made, and in every case they were found to be short by at least 30 per cent. It is calculated that a sum of nearly £7,000,000 has thus been misappropriated.

But now, said the *Daily Express* on June 13th, thanks to the energy with which the Dowager Empress has pressed the inquiry, the August stable has been thoroughly cleansed, and the working of the supply departments and the railway is in trustworthy hands. The result has been a great improvement in every way. Supplies are going forward with the greatest regularity—at all events, as far as Lake Baikal.

I have just heard of a flagrant instance of corruption which illustrates the manner in which the frauds have been carried on. A great haulage of the Moscow district contributed £30,000 towards the furnishing of an ambulance train for the war. He was duly informed of the receipt of the money, and eventually heard that the train had departed. On coming to St. Petersburg, however, he learned, in a roundabout way, that the money had gone into the pockets of three officials, one of whom had actually given a dinner in his honour on the day of his arrival in the capital.

THE WAR.

[REUTERS' SERVICE.]

VOLUNTEER CRUISERS BUSY.

London, 13th July.

Reuter's Agency at Perim wires that the British steamer *Mendana* reports that she and the S.S. *Croce Hall* were stopped on the 11th instant, south of Jeddah by the *Petersburg* with eight guns on deck. The cruiser detained the steamers four hours, overhauling their papers, and then steamed away northward.

WAR ITEMS.

WHY CORIA IS CALM.

An amusing legend is extant as to the origin of the tall hats of more than Puritan proportions which have come to be regarded as the indispensable head-dress of the Korean. It appears that about a thousand years before Christ the Korean possessed a fiery temperament, of which the world has long ceased to suspect him, and Ki-tin, the wise King then reigning, who seems to have been the Solomon of his epoch, was at his wits' end to stop the incessant feuds and broils. At last he hit upon the expedient of decreeing that every man should wear a high hat of very fine porcelain, at the same time launching anathemas warranted to work for all time and eternity against all who should get their hats broken. The effect was magical. To avoid that curse the Korean guarded his hat as though it were his only hope of salvation, and there settled upon the whole people a decorum of manners which lapse of centuries has converted into a second nature.

UNREST IN RUSSIA.

Would it be an exaggeration to say that the revolution in Russia has begun? Readers will judge when they have perused a passage in the *Noroe Vremya* in an article which is signed "Mendikoff." It is difficult to believe one's own eyes when we are told in precise terms by a Russian journalist, writing in a powerful newspaper, that the national organism is shattered, and can only be repaired by the infusion of new blood. That is as the writer goes on to explain. "By the central authorities and the bureaucracy allowing the healthy popular will to assert itself." As the correspondent who sends the extract remarks, nobody remembers ever reading such language in a St. Petersburg paper. The words are published, it must be borne in mind, under the eyes of the official censors, and with their imprimatur. For it is simply impossible that they could have been passed by inadvertence. Their importance cannot be denied or belittled, and we are told that, although the article is rightly regarded as a "bomb," it is not a "shell," which has appeared, it does not stand alone. Columns of equally characteristic cuttings from the Russian Press, writes the Vienna correspondent of the *Standard* are published every day. But even if the *Noroe Vremya* stood alone, the publication in its pages of an article roundly declaring that "our people ought to have freedom" is an event in the history of Europe. There can, in short, be no doubt that Russian society from top to bottom is at this moment honeycombed with something very like sedition. There is evidence that profound discontent exists at the conduct of the war—not to say at the war in itself—and criticism takes a comprehensive sweep, exempting no responsible persons, however highly placed, from its merciless grasp.

THE GENERAL'S DAILY LIFE.

The entire Russian plan of campaign is directed from a railway carriage at Liaoyang, in which General Kuropatkin works, eats, and sleeps. The car is divided into a saloon, a study, and a bedroom. The Commander-in-Chief passes most of his time at work in his study surrounded by aides-de-camp. Although of small stature, General Kuropatkin is at once distinguishable among his entourage, however brilliant their uniforms, by his determined gestures and sturdy figure. He has the reputation of being severe but just, and his word is law. His officers express the fullest confidence in him, while he is the idol of the common soldier. The foreign attaches find him most pleasant. In the day time he takes little or no rest, with the exception of a half-hour's siesta after luncheon, when the heat is excessive. The General, according to the *Daily Graphic*, occasionally indulges in the distraction of reading literary works. Despatches from the scene of operations are brought to him at any hour of the day or night. He eats well of simple dishes, but hurriedly, seldom remaining at table for more than half an hour. He drinks wine sparingly and smokes a cigar or two after luncheon, setting a general example of abstemiousness to his officers. He rises at seven and retires at midnight, after drawing up his daily despatch to the Emperor, summarising the situation. His mornings are engaged in the consideration of and correspondence on tactical questions. Then the General often mounts his horse and makes a tour of inspection of the camps and military works around Liaoyang. During the afternoon he receives visitors, and subsequently reads reports from his generals at the seat of operations. He is much interested in the work of the Red Cross Society, and visits the hospitals, speaking words of encouragement to the patients. He never fails to be at the station to meet trains bringing in wounded. The funds sent from St. Petersburg are distributed among the wounded according to their rank, ranging from three roubles to unmarried men, and five roubles to officers. General Kuropatkin also himself distributes medals to the wounded who have performed acts of special bravery.

STRICT REGULATIONS IN MANCHURIA.

The Commander-in-Chief of the Manchurian Army has issued orders that a strict examination of the "personal documents" carried by all travellers is to be carried out at the stations of Manchuria, Pootungchayma, and Harbin, and that by no means is any passenger to be allowed to continue his journey unless his passport is in order, and he also holds written proof received from the military or civil authorities to show that he stands in definite and direct relation to the Army. In fact, so far as civilians are concerned, only Army contractors are to be allowed to travel by rail in Manchuria.

SIR IAN HAMILTON'S NARROW ESCAPE.

A nearly fatal mishap befel General Ian Hamilton on his way to the front with the foreign attaches (writes Mr. Bonnet Burleigh in the *Telegraph*). It happened at Chaulpo, when the transport *Samiyaya Maru* called in at that port with the attaches on board on her way to the front. General Ian Hamilton landed and paid a brief visit to the British Consul. He returned in the steam launch to the vessel. That day there was a jumble upon the bounding, tawny water, and the launch, hurrying as General Hamilton stepped off, he fell between it and the ship. The general would have been swept under the big transport and surely drowned had not Colonel Satow, of the Imperial Artillery, who was in charge of the attaches, sprung and gripped Sir Ian Hamilton's hand in some marvellous way as he was disappearing. To avoid being dragged under the ship with the general, Colonel Satow, who held on like grim death, flung himself into the narrow space alongside the gangway. The strain upon his arm, which was much hurt, must have been terrible, but he clung to the hand until help came and rescue was effected.

THE BALTIC FLEET.

French instructed opinion on the position of Russia grows more and more pessimistic. In *Le Franc Militaire* General Lamirault declares that the Russian intention of not taking the offensive until a crushing force has been collected indicates an infantile theory of war. Another distinguished staff officer in the same journal draws attention to the risk which Russia will run by sending her whole Baltic fleet to the Far East and weakening her army in Poland. She will give a great opportunity for German action, and France will no longer be able to count on Russian support in maintaining the neutrality of the Baltic. A further risk arises from the fact that at any moment the Emperor Francis Joseph of Austria may die, when a German attempt to seize Trieste is to be dreaded. Germany, he adds, is the Power that will derive the chief advantage from this war.

GERMAN EXPERT OPINION.

To a representative of the *Local-Anzeiger* Major-General Meckel said when he went in 1895 as a major of the German General Staff organisation of the Japanese army, "He would, so to speak, 'not a single pack-horse that could be mobilised.' The efforts of the French instructors who had preceded Major Meckel had produced theoretical proficiency, but no one knew what a divisional order was. In answer to the question whether the Japanese would succeed in capturing Port Arthur General Meckel replied:—"I have no doubt that when the Japanese believe the moment for storming the fortress to have come they will storm Port Arthur with success like that which they have already achieved. Why should the events before Port Arthur differ from those of the battle of Kinchow? When once the Japanese have made sure of success they will again sacrifice 5,000 men without more ado. Does the world know the heroism of this people?" With regard to the ultimate result of the campaign General Meckel said:—"What factor is going to be modified? Certainly not the spirit of the men, who have no fear of death. There is no defect in the equipment. All that stands on paper is actually there. The organisation is already beyond all improvement. The private soldier is a capital shot. By all accounts their artillery is excellent. Among the officers there are a marvellous number of clear-headed fellows. Among the Russians that sort is hardly so numerous represented. Only last year I was instructing six Japanese officers. Their knowledge amazed me, and their teachers were once my pupils. As a matter of fact, all the present Japanese chiefs of the staff are more or less my pupils."

The onlogy by General Meckel of the inherent ability of the Japanese has strengthened the growing opinion in St. Petersburg that the secret of the Japanese successes need not be sought for in England or in America, or in any direction other than the native intelligence of the Islanders.

NAVAL NOTES.

The White Star liner *Baltic*, which has been built by Messrs. Harland and Wolff, of Belfast, left that city for Liverpool on 23rd ult., and a week later made her maiden Atlantic voyage. She is the longest vessel afloat, her length being 725ft., and she has accommodation for 3,000 passengers and 28,000 tons of cargo. Her speed is seventeen knots an hour.

Capt. Lewis E. Wintz, commanding the general depot at Chatham, will retire on July 5th by reason of age, and will be succeeded by Capt. F. G. Stopford, who is about to pay off the first-class cruiser *Blenheim* at Chatham, on her return from a three years' commission on the China station.

Orders have been issued that, on the *Leicester*, first-class cruiser, Captain Sir G. J. S. Warrender, joining the Mediterranean Squadron, the *Astrea*, second-class cruiser, Captain L. G. Tufnell, is to be transferred from that station to relieve the *Kelpie*, second-class cruiser, Captain R. H. S. Stokes, on the China station.

SPORT AND PASTIME.

Mr. G. H. Potts' *Pandur* arrived from Shanghai a couple of days ago to take part in the Gymkhana. With *Pandur*, a good "slayer," and *Desert King*, a ripping "sprinter," Mr. Potts may very well be confident of bringing his stable home, or at any rate placing in some of the events. Mr. G. K. H. Bratton's *Little Moon* is moving in uncommonly good style, while Mr. P. Alderton's *Discord* seems to have got back to quite his old form, and is expected to run well. Mr. W. G. Clarke's *Standard* is looking fit, but rather on the big side.

I would like to see a race for some of the "moderate" ponies. There are some ten or twelve of these ponies who could not be entered in a race unless winners were handicapped. They would make a very good race amongst their own class.

The Polo ground will probably be opened on the 1st prox. It is looking in excellent condition.

The semi-finals of the Chess Championship have to be completed by the end of the month. Mr. Fallon has knocked out Mr. Danenberg by 2-0, so he will now have to meet the winner of "Pollock v. Kemp" for the final. In the first game, and only one so far, between Hon. H. E. Pollock, K.C., and Mr. J. H. Kemp, it was commenced last Wednesday, but adjourned till Monday—the former player appearing in a rather unusual style. The first four moves were as follows:—

White	Black
POLLOCK	KEMP
1 P-K4	1 P-K4
2 P-KB4	2 P-K4
3 P-KK4	3 P-KK4
4 P-KK4	4 P-KK4

On adjourning the game Mr. Kemp had one pawn to the good, and he held, perhaps, a slightly better position than his opponent.

The amalgamation of the Hongkong Boat Club with the Royal Hongkong Yacht Club is still in hand, and, though all the details are not yet fixed, will soon be an accomplished fact.

Things at the Boat Club are much the same, as usual. The members are not picking a team for the Water Polo Shield.

Yachting, of course, is now out of season, but the Royal Hongkong Yacht Club is not altogether dormant. Messrs. Ware, Davis and Rouse are getting a new houseboat to be named *Sage*. She is now in course of construction at Ah King's slipway, and, when completed, will be similar to the houseboat built by Ah King for Mr. Messer last year. Houseboats are ever on the increase here, there being at least twice as many as three years ago. The yachting season does not commence properly till November, though there may be a ladies' race on the last Sunday of October. Next season Mr. John Hastings will probably sail *Vernon*, last year's champion. Vice-Admiral Robinson sold this yacht to Mr. Tooker after making seven years running against the other yachts in the Champion Class. The price was \$15,000.

Members of the Golf Club play in connection with the "MacLaren" Cup and the "Dorcy" Competition this Saturday to Monday. In the "Dorcy" Cup Mr. H. C. Sandford beat Mr. T. S. Forrest by 16 strokes. The "Ross" Cup matter has not yet been decided. It was a bit "tough" of Mr. Grist, last week, being second in both the Captain's Cup and the Pool. Mr. H. C. Reynolds won the former and Mr. H. C. Sandford the latter.

The members of the Civil Service C.C. are now simply "mad" on bowls, having, for the time being, almost completely abandoned tennis. Last Saturday they could not get the same "longball" on the green at Kowloon as on their's at the Valley, and that was the reason they could not manage to "run the jack." I cannot say if the two greens are the same length, but a tape measure would soon settle that. "Another thing," said a C. S. C. man, is that our bowls are not so good as theirs how are we to "practise properly"? Why, would you believe it, our gear was turned out at the Kowloon Docks? Perhaps this "Johnny" was "pulling my leg." One thing I know for certain is that the "newsters" are going to try very, very hard to beat the "Pentablers" in the return match to be played shortly. Last Saturday the Kowloon Club won their two games by 13 points and 15 points respectively.

At the Bowling Green Club the ties of the second rounds in the Club Championship, President's Prize and Vice-President's Prize have to be played off before the end of the month.

The new Cricket pavilion is now assuming a definite shape, so we can look forward to the removal of that unsightly "village" at the N.E. corner of the field. I am not aware what is to be done about accommodation for the scoring man, but, if it remains in the same position as at present, I would suggest that a decent little wooden structure be built—that is, of course, if finances of the Club will allow of such an improvement. Now that the Straits Settlements have accepted Hongkong's invitation to come here next November and play an Interport Cricket Contest, it seems quite certain that the sports of Shanghai will follow suit.

The V.R.C. men are as active as ever, and are always looking forward to receiving challenges from other clubs. As a rule they like to contest themselves with "pick-up" games, and this is not half such good fun as a contest with outsiders. The Aquatic Carnival will take place next Saturday, entries closing on Wednesday. There will be a practice water polo game on Wednesday, and the Club have lent the pond to the R.G.A. and S.F. to play on Thursday.

Entries for the Water Polo Shield Competition close on the 26th inst., and play will commence at the beginning of next month. I am very pleased that a "knock-out" competition has been decided upon, for, to use the words of Mr. T. Mook, last season eight games were played practically after the Shield had been won. The competition lost interest somewhat when carried on in this way. It was even hard to get time-keepers; and then again many games last year had to be played at low water. The R.G.A. are putting in a team, but what is to be done by the Royal Engineers and the Sherwood Foresters is hard to say. It is to be hoped that some Naval team—the Navy men are so prominent in Happy Valley sport—will enter. The *Tamoor* and the *Ocean*, for instance, ought to have a few "fishes."

Having returned once more to the Water Polo subject, I might mention that the Lusitano Club, the Volunteers and the Y.M.C.A.—teams which last year were practically comprised of V.R.C. men in disguise—are not entering this season, but the V.R.C. will enter three or four teams instead. This, in the opinion of many, is a much better arrangement, for it was a bit "thick," to say the least of it, for the Club to be beaten by their own men, together, perhaps, with a few outsiders.

The Y.M.C.A. launch party now goes out three times a week, on Mondays, Wednesdays and Fridays, instead of twice a week. As there is no further charge for this, more people apparently have joined in the "swim." Each man pays \$3 a month.

Results of the Craigongover C.C. tennis tournament (singles) up to date are as follows:—

First Round.
J. Toppin beat J. L. Stuart.
W. D. Braidwood beat T. L. Cross.
R. Bass beat F. Loureiro.
J. Quinn scratched to A. O. Brown.
Second Round.
F. Rapp beat J. Uchigaki.
E. R. Horton beat J. D. Kinnaird.
H. H. Taylor beat R. B. Cooper.
A. A. Remedios beat L. Viniguet.
F. Drake beat M. E. Asgor.
J. Glyn scratched to J. P. Jordan.
A. O. Brown beat R. Bass.
J. Toppin to meet W. D. Braidwood.

Preparations are in hand for the Volunteer Promenade concert, the date for which has been changed to the 27th inst.

OMPAX.

POLICE COURT.

Friday, 15th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

A gentleman residing at No. 75, Morrison Hill Road charged his "boy" with stealing one of his singlets. The defendant said that as his own singlet was dirty he wore his master's. Mr. Gompertz discharged the case, saying he had doubts as to whether the man had felonious intentions.

THEFT OF ROBBERIES.

Two women were charged with stealing bolibins from the Cotton Spinning and Weaving Mills, Causeway Bay. One of them was sentenced to three months' imprisonment, and the other to 21 days' imprisonment.

CASE TO BE REHEARD.

The U.S. Consul-General applied to Mr. Gompertz for the re-hearing of a case against the *hosen* of the U.S.S. *Solace*. The man was a few days ago convicted of larceny of a biscuit decanter from the Hongkong Hotel and sent to prison. There is more evidence. The case is fixed for to-morrow.

LAUNDRY-MEN FURNISHED.

Two men in the employ of a laundry were charged, the one with not handing over a gold ring found in the pocket of a pair of white pants sent to the wash and the other with receiving it from the first defendant. The first defendant was sentenced to six weeks' imprisonment and six hours' stocks, and the other to three months' imprisonment and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

THE LANTAO ISLAND CASE.

Four men were charged on remand with demanding money by menace.

An Indian constable gave evidence that at about 11 a.m. on the 6th inst. he went to Tai O Village, Lantau Island, and saw about 60 pirates running up the hill. He ran after them and called out to one man "I will shoot you." The man turned around and saw the complainant aiming at him and then replied "I will stop," and he did. The complainant some time later caught another of the defendants hiding behind a rock.

Sergt. Floyd gave evidence that he also saw the pirates, who abandoned six of their boats and took to the hill. One boat, with two men in it, alone tried to escape by water. The police boat, with Sergt. Floyd on board, had five oarsmen, and had no difficulty in capturing the boat.

The four men were committed to take their trial at the next Criminal Sessions.

Two rival omnibus conductors, John Jakeman and Robert Keefe, met in the City of London recently, both dismounted. "E sez to me," asserts Jakeman, "recording what happened." "U sez, 'Well soon run you off the road, and you'll be out with a berran.' Which," I sez, "that ain't no disgrace, and there'll be a opportunity for you, as I shall want a money!" A fight took place, and Jakeman (alleged to be the aggressor) was fined at the Police Court for being drunk and assaulting the other conductor.

CROWN AGENTS OF THE COLONIES.

In the House of Lords, on the 10th ult., the Earl of Portsmouth moved for the appointment of a Select Committee to inquire into the system by which the Crown Agents of the Colonies are paid, and their methods of transacting the duties attaching to their office. As an instance of the unsatisfactory manner in which Crown Agents conducted business, he pointed out that the Gold Coast Railway, which was a very badly constructed line, had cost £10,300 per mile, whereas an offer had been made by well-known contractors to do the work for £6,500 per mile. There existed in a most curious and remarkable degree a sort of family party among the Crown Agents and the Colonial Office. The Permanent Under Secretary to the Colonies was Sir Montagu Ommamney. Mr. Ommamney, his nephew, was a member of a firm who were solicitors to the Crown Agents, and Mr. Sheldford, who constructed the Gold Coast line, was Sir Montagu's son-in-law, and a member of a firm who were consulting engineers to the Crown Agents. This seemed like a condition of things borrowed from a comic opera of Gilbert and Sullivan; and so far as the public interest was concerned, was quite defenceless. He should be carefully inquired into. He wanted to know whether the Crown Agents got the trade discount and the cash discount; and, if so, whether the Colonies got the advantage of this.

Earl Grey regretted that the noble Earl, towards the close of his speech, had used language which rather conveyed the impression that the Crown Agents had a pecuniary interest in raising the cost of the work for which they were responsible. But he imagined that the Crown Agents themselves would welcome in inquiry, which could not fail to strengthen their hands.

The Duke of Marlborough observed that Papers had already been laid. There were over forty Colonies and Protectorates which bought their stores through the Crown Agents, who received 1 per cent. on all railway stores and all stores of a commercial character. This was the sole charge in connection with any orders which the Crown Agents gave on behalf of the Colonies which transmitted the orders to them. Then it was asked whether, when they purchased, it was a cash discount, and whether there was a trade discount. Both considerations were provided for in the instructions of the Secretary of State. The salaries of the Crown Agents were fixed by the Secretary of State, and he claimed that there was no justification for assuming that there was any inducement to the Crown Agents to provide a dear market in order to increase the amount of percentage gained on goods. He believed that the Crown Agents were men of high character and of long experience in the public service (hear, hear). He did not think that Lord Portmouth's reflection on the Permanent Secretary at the Colonial Office was altogether in accordance with the best traditions of their Lordships' House (cheers). In the discharge of their duties the Crown Agents had earned the confidence of the Colonists, and he hoped they would retain the confidence of the majority of their Lordships (cheers).

The Marquess of Ripon had heard with regret certain insinuations against Sir Montagu Ommamney, but, speaking from his own official acquaintance with that gentleman, he had every confidence in him as a capable and honourable man (hear, hear).

The Earl of Onslow said he had heard the remarks of the noble Marquess with reference to Sir M. Ommamney with great satisfaction. The country was proud of its Civil Service, which it looked on as above suspicion, and it was not often that they heard anything to the contrary. If individual charges were made against the Agents they would be investigated and the results would be made public.

The Motion was then negatived without a Division.

MILITARY.

The Royal Marines have at last been fitted with the "Brodrick" cap. Their full dress tunic has also been a good deal altered in appearance by the introduction of a new cut off, that the casual observer, says a London contemporary, will probably suggest a colourable imitation of that worn by the Household troops. As a matter of fact it is nothing of the sort, but a reversion to the pattern that was worn between thirty and forty years ago, not only by the Corps of Royal Marines but by the majority of infantry regiments. Unlike the Guards' buff, with its broad rectangular white slashes almost covering the blue of the facing, it has but three small pointed white cloth slashes, which allow a considerable expanse of blue cloth to be visible. Great care is taken in fitting all the clothing for the Marines. It is made at their several headquarters, and all the men are individually passed in every garment by the colonel second-in-command, the captain of their company, and the master tailor. The men are provided with white cap covers, which are worn in warm weather on all sea-going ships, and will probably be worn on shore in the future during summer.

The special duty of Major-General De Brath, namely, the complete revision of the Indian Army Regulations, is about finished. It began in May, 1902.

The War Office announces that General Lord Methuen will temporarily command the 4th Army Corps.

The King has been pleased to approve of the appointment of Mr. Henry Farmanbury, C.V.O., F.S.A., Somerset Herald of Arms, to be Inspector of Regimental Colours of the British and Indian Armies in the room of the late Sir Albert Woods, G.C.V.O., K.C.B., K.C.M.G.

THE TWOPENCE ON TEA.

On the 9th June a deputation from the London Tea Buyers' Association waited upon the Chancellor of the Exchequer on the subject of the new duty.

With the Chancellor were Sir Edward Hamilton and other departmental officials. Mr. T. Lovett, M.P., introduced the deputation, and said they desired, among other things, to protest against the increase of the duty, and to urge the abolition of the charge of 1 per cent. on the duty on teas delivered from bonded warehouse for home consumption, desiring that in lieu an allowance of 1 per cent. for every £100 of duty be made to go towards the cost of collecting the same.

The CHANCELLOR OF THE EXCHEQUER, in reply, said that in the class of questions which they had brought before him no political differences, if they existed, would prevent him from giving the most careful attention to such representations as they had made. It was impossible now to produce an alternative to the proposals which he had made, but before he selected the one he very carefully considered all possible alternatives and found that there were no alternatives that were less open to objection. He did not anticipate that the extra duty would cause a decrease in the consumption of tea in this country, but it was unfortunately the case that the country was less prosperous now than it had been during the last few years. He confessed—it was, perhaps, dangerous to make such an admission—that he had a good deal of sympathy with the case which they had put forward for the remission of the charge of 1 per cent. on the duty on teas delivered from bonded warehouse for home consumption; and if he were in the happy position of having any money to give away, he should most certainly give it: his most favourable attention. At the same time, he would be only jumping out of the frying-pan into the fire if he did not remit the similar charge on tobacco. Upon other technical points he promised that the Inland Revenue authorities and Board of Customs should be duly consulted. In every case where a duty was repealed due notice was given to the trade, but this was not, as they stated, possible in the case of blended teas, and their request would be duly noted. The prospects of a remission of taxation, however, did not seem to be so urgent or immediate as to make it necessary to come to a decision on the point at once.

CHINESE EMPRESS RETIRES BY RUMOUR.

There are rumours of the Empress Dowager's retirement. We (*Shanghai Mercury*) do not give too much credence to this report. It is true the Empress is old, and would, under other circumstances, have been glad to hand over the reins to a strong hand. But her conservatism is so strong that her whole nature revolts at the idea of giving up before she has, as she hopes, secured the closest possible continuance of the old system. That China must advance is beginning to be clear to the reactionary party at Peking as it has long been to the reform party in the provinces, and there are not wanting signs of a brighter prospect. Reformers have quite recently been "pardoned" and released, steps have been taken to ensure a complete re-organisation in currency and banking, while Viceroy's have joined with merchants in the formation of a Chamber of Commerce here in Shanghai on the model of our British Chambers. Add to this the ever-widening influence of steamships and launches in the internal waters of the country, the enlightening and enlightening power of the telegraph and the daily paper, and we have a picture of China at the moment which no Chinaman of days gone by would have thought possible. Naturally, in view of contingencies China is strong leaning herself as much as possible. She sees what Japan has done, and the lesson has gone home. Some of her people do not recognize that she cannot be physically as strong as Japan until she has attained equal mental and moral strength.

CHURCH SERVICES.

S. PETER'S CHURCH.
Queen's Road West.
Seventh Sunday after Trinity.
Matins (11 a.m.).
Venite, Ayleard; To Dom. Gregory; Benediction; Jackson; Hymns: 392, 520, 524, and 521.
Holy Communion, 12.15.
Evangelist (6.30 p.m.).
Magnificat, Haines; Nunc, Foster; Hymns: 298, 359, 371, and 380.
The Church launch *Despyring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 a.m. & 6 p.m.).
The Answering Penitent is the call flag. All the sidings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10-10.45 a.m.

GOSPEL HALL.
Arsenal Street, Top Floor, off Queen's Road East.
Meetings are held as follows:—Sunday—Acts 2, 4, 11 a.m.; Gospel Address, 6 p.m.
Tuesday—Soldiers' and Sailors' Bible Class 6 p.m.
Thursday—General Bible Class, 6 p.m.
Sunday—Prayer Meeting, at 6 p.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 15th at 11.30 a.m. The barometer has risen rapidly in the neighbourhood of Misao Sina, and fallen upon the Coast of China.
The depression mentioned yesterday is a typhoon at present situated at the northern end of the Formosa Channel and moving WNW towards the coast to the northward of Fouchow. Strong SW. winds may be expected in the northern part of the China Sea and fresh SW. monsoon in the southern portion.
Forecast:—Moderate W. winds, fine.

BATHING PARTIES.

Offer Splendid Materials for Picture Making. Take a KODAK with you.
KODAKS from \$5.00 to \$100.00.

LONG, HING & CO.,

PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD,
(Same Premises as Messrs. Ah Chee).

Hongkong, 16th July, 1904.

SHIPPING NOTES.

WEATHER AT SEA.
The *Kensington* arrived from Calao, Peru, yesterday. She encountered strong S.E. to N.W. winds off the Japanese coast. The *Taiwan*, from Sydney, reports heavy rain squalls between Manila and Hongkong. The *Apinard*, from Saigon, reports pleasant weather. The *Wai-ching*, from Chinkiang, reports strong N.E. winds and the weather at Tsurubou, thence to port thick rain and a very heavy electric storm passing from the N.W. to the S.E.

MISCELLANEOUS.
Yesterday the P. & O. *Sims* arrived from Bombay with the outward mail, and the P. & O. *Chusan* arrived from Shanghai with the Northern mail.
The *Hinod*, agents Messrs. Shawan, Tomes & Co., arrived from New York yesterday with cargo oil and general cargo.

The *Ohio* arrived from Barry yesterday with 3,275 tons of coal for Messrs. Arnold, Knibb & Co., and the *Deer* arrived from Molt with 4,200 tons of coal for the M.B.K.
Two vessels arrived from Saigon yesterday with cargoes of rice; the *Quong Nam* brought 1,800 tons for Messrs. Bradley & Co., and the *Anava* 2,000 tons for Messrs. Jardine, Matheson & Co.

A NEW LIGHTHOUSE.
A notice was yesterday posted at the Hongkong Harbour Office saying that the work on One Fathom Bank (Straits of Malacca) for the erection of a new screw pile lighthouse would commence on the 15th July (yesterday). It may be necessary to use ladders and other lights occasionally about 8 ft. above water level. The old light will continue as usual till further notice.

A DERELICT.
The master of the P. & O. *Chusan* reports that on the 13th instant, at 12.27 p.m., Tung Yang Lighthouse bearing N. 13 W. 11 miles distant, he passed a large capsized junk. The bottom was fairly well out of water and must have belonged to a vessel of considerable dimensions.

TUNG YUNG LIGHTHOUSE.
The light on Tung Yung Island commenced to be exhibited a few days ago. The illuminating apparatus is a group flashing of the first order, showing three white flashes in quick succession every twenty seconds. The lighthouse is situated on the eastern slope of the island, the light being elevated to 35 ft. above sea level. It should be visible in clear weather at a distance of 25 nautical miles, except where it is obscured by the island from south round by east to N. 70 E. The tower and dwellings, which are painted white, are approximately in Lat. 23.22.40 N., Lon. 120.30.25 E. The keepers at this station on hearing a bell, foghorn, steam-whistle, etc., during thick weather will fire two guns with an interval of one minute between them, and if the vessel's fog signal continues to approach the firing will be repeated after 15 minutes.

A ROYAL ADRIET.
The *Benally*, from Foochow yesterday, reports having, on the 4th inst., at 11.49 a.m., passed a white can-buoy adrift. Breaker Point Lighthouse then bore west true, distant 11 miles.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 14th July, 1904:—
Business has been somewhat quiet during the past week, but rates generally have been fairly well maintained and close steady.
BANKS.—Hongkong and Shanghai after sales at \$800 are in further small request at the rate. London has advanced to 157 1/2s. 0d. Nationals are still enquired for at 338.
MARINE INSURANCES.—Unions are quiet at \$5.45 with probable small sellers. China Traders have sold at \$64 and are now in request at \$56. North Chinas have advanced to 11s. 65 buyers. Yumtzes and Cantons are steady at quotations.
FIRE INSURANCES.—Hongkongers are wanted at \$144. Chinas have been placed at \$81.
SILVERING.—Hongkong, Canton, and Macao, are quiet with sellers at \$29. Indo-Chinas have sold at \$114 and \$114 1/2, and dividend cash and for the settlement delivery, and close in further request at \$108 ex the dividend of 5 per cent., equalling 10s. per share for 1903, paid locally on the 13th inst. China and Manilas have sold and have further buyers at \$25 1/2. Douglas have been parted with at \$25, and Star Ferries at \$25 (old) and \$25 (new), the latter closing in further demand. Shell Transports are easier with sellers at 25s. 6d.
REFINERIES.—China Sugars have been booked at \$185 and \$185 1/2, cash and for the settlement, and a few more cash shares are on offer. Luzon continue unchanged at \$9 sellers.
MINING.—Rauhs have been in some request during the week, and sales at \$72 and \$74 are reported, market closing with further buyers at the higher rate. Panjoms and Charbonnages are unchanged.
DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks eased off a little during the early part of the week and sales at \$217 were effected; at the close, however, a firmer feeling has set in, and shares are in request at \$217. Hongkong and Kowloon Wharves have sold and more shares are in the market at \$113. New Amoy Docks continue on offer at \$20. Farmanhs have been placed both locally and in the North at the reduced rate of 15s. 15d.
LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue on offer at \$158. Kowloon Lands are steady at \$38, and West Points at \$60. Hongkong Hotels have declined to \$134 with sales, but closing in request at the rate. Humphreys Estates have been booked at \$124 (old) and \$124 (new). Shanghai Lands have receded to 15s. 11d.

COTTON MILLS.—No business to report.
Quotations unchanged.
MISCELLANEOUS.—Green Island Cements have sold and continue in request at \$294. China Borneo have improved to \$102 buyers. Watsons have been booked at \$14 and more shares are procurable. Electrics are wanted at \$144 and \$81 for the old and new issues respectively. Lees are enquired for at \$225. Steam Waterboats are in request at \$19, and Dairy Furns at \$20, the latter after sales at the rate. Campbell Moores can be placed at \$37 and Tebrans at \$34.
MEMOS.—Hongkong Electric Co., Ltd., ordinary yearly meeting on the 16th instant. Hongkong Land Investment & Agency Co., Ltd., interim dividend of 80 per share payable on the 27th instant. West Point Building Co., Ltd., interim dividend of \$150 per share payable on the 27th instant.



HAVE YOU TRIED
"YEBISU?"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

CUTICURA OINTMENT

Purest of Emollients and
Greatest of Skin Cures.

The Most Wonderful Curative
of All Time

For Torturing, Disfiguring
Skin Humours

And Purest and Sweetest of
Toilet Emollients.

Cuticura Ointment is beyond question the most successful curative for torturing, disfiguring humours of the skin and scalp, including loss of hair, over compounded, in proof of which a single anointing preceded by a hot bath with Cuticura Soap, and followed in the severer cases, by a dose of Cuticura Resolvent, is often sufficient to afford immediate relief in the most distressing forms of itching, burning and scaly humours, permit rest and sleep, and point to a speedy cure when all other remedies fail. It is especially so in the treatment of infants and children, cleansing, soothing and healing the most distressing of infantile humours, and preserving, purifying and beautifying the skin, scalp and hair. Cuticura Ointment possesses, at the same time, the charm of satisfying the simplest wants of the toilet, in caring for the skin, scalp, hair, hands and feet, from infancy to age, far more effectually, agreeably and economically than the most expensive of toilet emollients. Its "Instant relief for skin-tortured babies," or "Sanative, antiseptic cleansing," or "One-night treatment of the hands or feet," or "Single treatment of the hair," or "Use after athletics," or "Crying, gold, tennis, riding, sparring, or any sport, each in connection with the use of Cuticura Soap, is sufficient evidence of this.

Cuticura Resolvent, liquid and in the form of Chocolate and Pills, Cuticura Ointment and Cuticura Soap, sold throughout the world. Depot London, 27, Charterhouse Square, E.C. 3. The Great American B. Co., New York, U.S.A. Sole Agents for Hongkong, 17, Queen's Road Central, H. Price & Co., Ltd. (Incorporated in Hongkong.)

[61-6]

DR. NEWELL WILSON, DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.
Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL
(First Floor Watkin's Building)

Hongkong 18th, February 1940

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication after that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Libby's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE MONOPOLY of a Brand of Cognac Brandy and of white Sparkling Bordeaux could be granted to first-class firms. Write to A. B. 2, Poste Restante, Bordeaux Bourse (France). 1729

WANTED.

ONE LARGE ROOM on Top Floor, with Bath-room attached. Rent must be moderate. Central position.
Apply to—
Care of Daily Press Office.
Hongkong, 16th July, 1904. [1730]

OSAKA SHOSEN KAISHA.

IT IS HEREBY NOTIFIED that on and after this date, no receipts for accounts due to this Company will be recognised unless they are shown on Separate Printed forms bearing the same numbers as the Bills and have been signed by us.
T. ARIMA, Manager.
Hongkong, 16th July, 1904. [1731]

ACCOUNTS.

AN EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of books.
Considerable experience in formulating systems of subsidiary accounting.
Able to demonstrate the position of a firm in the most concise manner.
Entangled accounts straightened out.
Moderate Remuneration.
Apply to—
"ACCOUNTS,"
Care of Daily Press Office.
Hongkong, 16th July, 1904. [1732]

THEATRE ROYAL CITY HALL.

THE ORPHEUM COMEDY CO.

TO-NIGHT (SATURDAY),
16TH JULY.

COMPLETE CHANGE OF PROGRAMME NEW ARTISTS NEW ACTS.

Popular Prices.

Plan at ROBINSON PIANO CO.

Hongkong, 16th July, 1904. [1733]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
The Company's Steamship

"NIPPON."
Captain Mistrovich will leave for the above places on FRIDAY, the 22nd inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 16th July, 1904. [1734]

THE HONGKONG WEEKLY PRESS and **CHINA OVERLAND TRADER** is now ready and contains:
Epitome of the Week's News.
Leading Articles—
Chinese Labour: A New Phase.
Army Reform.
Chinese Partnerships and Compulsory Registration.
In Lighter Vein.
Hongkong Finances.
Police Grievances.
Hongkong Jottings.
Frontier Notes.
Canton Correspondence.
Selected Telegrams.
Wire News.
Supreme Court.
Hongkong Legislative Council.
Hongkong Sanitary Board.
Theatrical.
Raising a Wharf.
The Late Mr. Dorabjee Nowrojee.
Star Ferry.
Local Sport.
Sport and Pastime.
Hongkong and Port News.
Miscellaneous.
Commercial.
Subscription, \$12 per Annum, payable in advance postage \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to all presses sent, including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 15th July, 1904.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 18th day of JULY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Cr. wa Land at Kowloon Tong, in New Kowloon, for a term of 75 years commencing on the 9th March, 1903. [1734]

PARTICULARS OF THE LOT.

No. of Sub.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	New Kowloon	Kowloon Tong, New Kowloon.	N. S. E. N. W. S. W.	50 ft. 43 ft. 170 ft. 106 ft.	11	2,136 14 128

PUBLIC AUCTION.

THE Undersigned have received instructions from A. H. MANCILL, Esq., to Sell by Public Auction, on

WEDNESDAY,

the 20th JULY, 1904, at 2 P.M. Sharp, within his residence, Kimberley Road, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
PLUSH COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERMANTLES with BEVELLED GLASS, MOROCCO COVERED SOFA and CHAIRS, MARBLE-TOP HAT-STAND with BEVELLED GLASS, OIL PAINTINGS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BOOKCASE, WHATNOTS, DOUBLE and SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP BUREAU with BEVELLED GLASS, TOILET SETS, CHEST-OF-DRAWERS, WARDROBES, MARBLE-TOP WASHSTANDS, &c. &c.
Also
One COTTAGE PIANO by Collard and Collard, London (in good order and condition);
And
A Great Assortment of PLANTS in POTS.
TERMS:—As usual.
Catalogues will be issued.
HUGHES & HOUGH, Auctioneers.
Hongkong, 16th July, 1904. [1735]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, on

THURSDAY,

the 21st JULY, 1904, at 11 A.M., at THE CENTRAL POLICE STATION'S CONCOURSE, SUNDRY OBSOLETE AND CONDEMNED STORES.
TERMS:—As usual.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 16th July, 1904. [1736]

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.
The Company's Steamship

"BORNEO."
Captain E. Mable, will be ready to load for the above ports on THURSDAY, the 21st inst.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 16th July, 1904. [1737]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:—
From London, &c., ex ss. China and Somali.
From Australia, ex ss. Britannia.
From Calcutta, ex ss. Syria.
From Persian Gulf, ex ss. B. I. S. N. and B. P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before NOON, To-day, the 15th inst.
Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 15th July, 1904. [1738]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.
Agencies:—
CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LUNG YEE, Flour Cracker Factory.
Hongkong, 1st June, 1904. [1739]

DAVID CORSAIR SON'S
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO., Sole Agents.
3486

INTIMATIONS

METROPOLE THEATRE.

METROPOLE HOTEL.
Sole Proprietor, Mr. JAS. CHRISTIE.

TO-NIGHT (SATURDAY), JULY 16TH.
MORE NEW ARTISTES

will be introduced by the WARE AND ROSS ENTERTAINERS. And an exceptionally clever Performance will be presented. Among those to appear are:—
Miss DORA GREY.
JACK GYNNIE.
THE LEOPOLDS.
Miss GERTIE MAISE.
TOM MORCOMB.
HUGH MCCORMICK.
JAS. CHRISTIE.
WALTER KEENE.
CHARLIE JONES.
THE ROSCOPE.
Ricks have held till conclusion of performance. Overture 8.15 P.M. Performance 9.15 P.M.
Prices: \$2 and \$1.
Hongkong, 15th July, 1904. [1722]

VOLUNTEER CONCERT.
ALTERATION OF DATE.
THE date of the CONCERT to be given on the VOLUNTEER PARADE GROUND has been altered to WEDNESDAY, July 27th.
Hongkong, 15th July, 1904. [1719]

WANTED.
By a Young and Capable Englishman, a position as BOOKKEEPER, TYPE-WRITER, or General Office Assistant, with a good knowledge of French.
Apply—
J. F. H. H.,
Care of Daily Press Office.
Hongkong, 12th July, 1904. [1697]

WANTED.
A FEW GOOD MEN to represent an Old Established and well-known company. Liberal Commission to suitable applicants. Must be highly recommended.
Apply—
O. R. H.,
Box 22, G. P. O., Hongkong.
Hongkong, 11th July, 1904. [1681]

LESSONS IN FRENCH.
NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. E.
Care of Office of this Paper.
Hongkong, 16th July, 1904. [1267]

AMOST WHOLESOME AND REFRESHING BEVERAGE FOR SUMMER MONTHS.
JUST Arrived, ROSE'S LIME JUICE CORDIAL and MONTERRAT LIME FRUIT JUICE, prepared from West India Limes.
Entirely free of ALCOHOL.
Also
Various kinds of SYRUP—Lemon, Raspberry, Rose, Pineapple, &c., &c.
H. RUTTONJEE,
No. 5, D'Almeida Street, or
36 to 38, Elgin Road, Kowloon.
Hongkong, 14th July, 1904. [1716]

NOTICE.
I HAVE This Day REMOVED my OFFICE to No. 2, CONNAUGHT ROAD, Top Floor, New Praya, opposite Murray Pier.
A. BUNE, Ship Broker.
Hongkong, 14th July, 1904. [1692]

NOTICE OF REMOVAL.
I HAVE REMOVED my OFFICES to No. 38, QUEEN'S ROAD CENTRAL, First Floor (lately occupied by Messrs. J. D. Humphreys & Son).
JOHN HASTINGS.
Hongkong, 11th July, 1904. [1679]

A. HERRMANSOHN & CO.,
60, WILSON STREET, LONDON, E.C.
(A. HERRMANSOHN, late 40 years' partner in E. D. Warburg & Co., London)
IMPORTERS AND EXPORTERS.
Desire for imports sole representation for England and European Continent.
Bank Credits, if required.
[1297]

TO LET.
TO LET.
1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
THE YFE WO
No. 35, Queen's Road Central.
Hongkong, 23rd May, 1904. [1311]

TO LET.
WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.
The EYRE (Peak).
BELLILIOS TERRACE, Nos. 10, 12 & 21.
No. 3, SEYMOUR TERRACE (Furnished).
"BANGOUR" (Peak) from 1st August.
GROUND well suited for Storage of Coal on sea front at Kowloon Point, Island Lot No. 5 (Superficial Area nearly 10,000 sq. feet).
Apply to—
LINSTAED & DAVIS.
Hongkong, 13th July, 1904. [1429]

"ERANEE BUNGALOW," Kowloon; with Large Garden. Furnished for 3 months.
No. 11, MOSQUE JUNCTION, Fall View of Harbour.
No. 52, HOLLYWOOD ROAD.
OFFICES, CENTRAL POSITION.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 14th July, 1904. [173]

TO LET.
A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET

TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—
S. J. DAVID & CO.
Hongkong, 2nd July, 1904. [1618]

TO LET—From 1st September a.c.
ON Shambien, BRITISH CONCESSION, OFFICE ROOMS, also Large and Airy ROOMS suitable for married people or bachelors. Electric Light and Water installation.
Apply to—
X. Y.,
Care of Daily Press Office.
Hongkong, 8th July, 1904. [1690]

TO LET.
GODOWN, No. 32b, PRAYA EAST.
Nos. 15, 17 & 19, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 5th March, 1904. [430]

TO LET.
3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [174]

TO LET.
LARGE AIRY ROOMS in Office Building in British Concession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1697]

TO LET.
THREE FIRST-CLASS SHOPS, European Style, in Kowloon.
Possession on or about 31st August, 1905.
Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [1611]

TO LET.
Immediate Possession—for 18 months.
"LIGHTOR," the Peak.
Apply to—
JEBSEN & CO.
Hongkong, 27th April, 1904. [1107]

TO LET.
NO. 9, PEDDAR'S HILL, consisting of SIX ROOMS, with extensive Verandah and Out-Houses. Some of the furniture can be taken over at a reasonable price if required.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 13th July, 1904. [1704]

TO LET.
LARGE AIRY ROOMS, suitable for Offices, in Des Vaux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.
For Terms, apply to—
A. G. I. S.,
Care of Daily Press Office.
Hongkong, 28th April, 1904. [1119]

TO LET.
TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. WATSON & CO., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.
2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [174]

TO LET.
A EUROPEAN HOUSE, No. 158, Praya East.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 15th July, 1904. [1717]

HONGKONG CLUB.
TO LET.
A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE, Secretary.
Hongkong, 4th June, 1904. [1447]

TO LET.
NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [885]

TO LET.
OFFICES, First Floor, Queen's Road Central.
Apply to—
KELLY & WALSH, LD.
Hongkong, 11th July, 1904. [1680]

TO LET.
NO. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 37, WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE'S FERRY).
GODOWNS; PRAYA EAST.
No. 1, CLIFTON GARDENS, Conduit Road.
OFFICES in Nos. 10 & 16, DES VEAUX ROAD, Central.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 19th June, 1904. [175]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, THIS DAY (SATURDAY), the 16th JULY, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of account to 30th April, 1904, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th JULY, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 30th June, 1904. [1604]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
Hongkong, 12th July, 1904. [1705]

THE WEST POINT BUILDING COMPANY, LIMITED.
AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
General Agents for
THE WEST POINT BUILDING CO., LD.
Hongkong, 12th July, 1904. [1706]

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.
PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent or \$11 a share.
Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.
Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.
The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.
The price paid-up Capital of the Company is \$800,000 divided into 80,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.
The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.
The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.
Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 22nd June, 1904. [1546]

NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issues of Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.
For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
A. S. MIHARA, Manager.
Hongkong, 20th May, 1904. [1299]

NOTICE IS HEREBY GIVEN that ADOLF KRAMER has on the 8th day of June, 1904, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK: The Chinese words "TIN KAU MARK" 天狗標 and underneath them a representation of the Sun Clouds and a Dog, in the name of ADOLF KRAMER, who claims to be the proprietor thereof.
The TRADE MARK is intended to be used by the applicant, forthwith, in respect of the following goods:—Indian Rubber Boots and Shoes in Class 35.
A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.
Dated 16th day of June, 1904.
DENNY & BOWLEY, Solicitors for the Applicant.
[1511]

NOTICE IS HEREBY GIVEN that ADOLF KRAMER has on the 7th day of June, 1904, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK: The Chinese words "TIN KAU MARK" 天狗標 and underneath them a representation of the Sun Clouds and a Dog, in the name of ADOLF KRAMER, who claims to be the proprietor thereof.
The TRADE MARK is intended to be used by the applicant, forthwith, in respect of the following goods:—Indian Rubber Boots and Shoes in Class 35.
A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.
Dated 16th day of June, 1904.
DENNY & BOWLEY, Solicitors for the Applicant.
[1512]

FOR SALE

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and Condition.
Length 36 feet.
Breadth 7 feet.
Depth 3 feet 6 inches.
Engines, Compound Outboard Condensing.
Price \$3,250.
Apply to—
X,
Care of Daily Press Office.
Hongkong, 31st May, 1904. [1374]

FOR SALE CHEAP.
NEW TEAKWOOD STEAM LAUNCH in Good Working Order and Condition. Owner leaving the colony.
Length 35 feet, Breadth 8 feet 2 inches. Depth 4 feet 8 inches. Sheltered Deck House and Government passenger license for 17. Engines, Keel Condensing, Feed Heating, Boiler 125 lbs. Price \$2,000.
Apply to—
S,
Care of Daily Press Office.
Hongkong, 15th July, 1904. [1720]

FOR SALE.
BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED.
On the Amy Band, At Noon on 25th July, 1904.

THE Wreck of the s.s. "HOANGHO" as she now lies in, approximately, the following position:—
Latitude 21.43 North
Longitude 118.45 East
Bell Island bearing North by East, and Kusan Point bearing South-West (both bearings magnetic).
Cargo and Private Effects remaining on board will be sold separately.
For Particulars, apply to
J. E. THOMSEN & CO., Auctioneers.
Amoy, 9th July, 1904. 1884

FOR SALE.
NOS. 1, 2 or 3, STEWART TERRACE. THE PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 21st May, 1904. [129]

NOTICE TO MARINERS,
No. 399.
CHINA SEA.
FOOCHOW DISTRICT.
TUNG YUNG LIGHT-HOUSE.

NOTICE IS HEREBY GIVEN that the Light on Tung Yung was exhibited for the first time at sunset on the 1st July, 1904. The Illuminating Apparatus is Grop Flashing of the First Order showing Three White Flashes in quick succession every Twenty Seconds.
The Light-tower is situated on the Eastern Slope of the Island and the Light, which is elevated 325 feet above the level of the sea, should be visible in clear weather at a distance of 25 nautical miles in all directions except where it is obscured by the Island, from South round by East to N. 70 E.
Bearings Magnetic and from seaward.
The Tower is round, of brick, 24 feet high with a total height from base to lantern vane of 48 feet.
The Tower and Dwellings are painted White.
Approximate Position:—
Latitude .. 26 deg. 32 feet 40 inches N.
Longitude .. 130 deg. 30 feet 25 inches E.
FOG GUN SIGNAL.
The Keepers at this station on hearing a bell, fog horn, steam whistle, or any other sound, during foggy or thick weather, indicating the proximity of a vessel, will fire two Guns with an interval of One Minute between them, and, if the vessel's fog signal—showing that she is under way—continues to be heard, will repeat the firing after an interval of Fifteen Minutes.
By Order of the Inspector-General of Customs,
W. FERD TYLER, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 4th July, 1904. [1693]

SWATOW DISTRICT.
LOCAL NOTICE TO MARINERS
No. 44.
Wreck of s.s. "ALGOMA," off Tongmai Point.
NOTICE IS HEREBY GIVEN that the wreck of the s.s. "ALGOMA" lies about 3 of a mile off Tongmai Point in about 21 feet of water on Swatow rock.
Lat 23 deg. 44 min. Long N. 115 deg. 49 min. 45 sec. E.
The vessel has a heavy list; Mast and a portion of the hull above water.
A. HOLZ, Harbour Master.

Approved: FRANK SMITH, Acting Commissioner of Customs, Custom House, Swatow, 12th July, 1904. [1721]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

BOARD AND RESIDENCE
"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD."
27, CAINE ROAD.
Hongkong, 19th March, 1904. [178]

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill
Hongkong, 1st January, 1892.

INTIMATIONS

THE
ROBINSON
PIANO Co. LD.UPRIGHT IRON
GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY

PRICES \$400: Upwards.

BABY
GRANDS
ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATINGTHE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO. AGENTS.
Hongkong, 31st July, 1903. [1166]

CLARKE'S B 41 PILLS are warranted to cure in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-DAY (SATURDAY),

the 16th JULY, 1904, at Noon, at their

SALES ROOMS, No. 8, Des Vaux Road

(Corner of Ice House Street),

In One Lot

The Wreck and Cargo of the British Steamer

"ALGOMA,"

as she now lies partly submerged, stranded off

Tongat Point, Hie Che Chin Bay, about 90

miles from Hongkong.

The Cargo consists of 4,800 tons Japanese

Coal.

TERMS:—Cash on fall of the Hammer.

The Hall and Cargo to be at the risk of the

purchaser from the fall of the Hammer.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th July, 1904. [1723]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-DAY (SATURDAY),

the 16th JULY, 1904, at 11 a.m., at their

SALES ROOMS, No. 8, Des Vaux Road

(Corner of Ice House Street),

A QUANTITY OF PROVISIONS,

Comprising:—

ESSENCE OF LEEF COMPRESSED

VEGETABLES, SOUPS, CHOCOLATE,

PICKLES, CORNED BEEF, BISCUITS,

Ac., &c., &c., &c.

And

185 lbs. TOBACCO.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th July, 1904. [1711]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-DAY (SATURDAY),

the 16th JULY, 1904, at 2.30 p.m., at his

SALES ROOMS, Queen's Road,

A Small Assortment of

VERY HANDSOME JEWELLERY,

Comprising:—

DIAMOND, PEARL AND RUBY RINGS,

EARRINGS, BROOCHES, STUDS and

LADIES' CHAINS.

GOLD WATCHES, BRACELETS, and

GOLD COIN BROOCHES, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 13th July, 1904. [1711]

PARIS POSTSCRIPT.

PARIS, 10th June.

The hay fever epidemic now raging in this metropolis shows as yet no signs of abating. The annoying malady baffles the French medical profession, and as Parisians are anything but familiar with it, there is nothing to be done except to grin and bear it, as the saying is. The only redeeming feature about the *fièvre des foins*—that being the name given to the affection by Parisians—is that it is more vexatious than serious. Skilled physicians admit their inability to effect a cure; the epidemic of the hour usually seizes one in the early days of June; exposure to the sun, a draught, heavy perspiration, such are sufficient to bring on a fit of sneezing, which soon becomes incessant. Hay fever is nothing else, and can well be compared to influenza in point of prevalence. The sneezing may continue for six weeks or even two months, during which time one's handkerchief is never out of the hand. Though a new and disagreeable complaint, it is happily not a grave one. There is no cure for it. One doctor states that a patient of his had hay-fever regularly at the end of each spring since a quarter of a century, the fever never failing to seize her, as soon as she goes into the sun. As no one—at least in France—has been able to discover the cause of the epidemic so far, no remedy can be prescribed. All that is known is that the sun and the first warm days of summer play a preponderant part in the spring affection, and that there can be no question that within recent years the *fièvre des foins* has greatly increased.

Everything comes with patience, even the converting of the space in the vicinity of the Eiffel Tower from a rubbish heap into a graceful and verdant park, resembling more the work of years than a fresh creation. It took exactly four years for the Municipality of Paris and the Government to come to terms as to who should clear the ground of the vacant pavilions. The State refused to do so on the plea that it was the duty of the city authorities to put the site in apple-pie order; at this the City Fathers became most indignant, and replied that the whole of the expenses of such removal should be borne by the Government and nobody else. A compromise was finally arrived at, which brought about the present spectacle—quite a paradise of this corner of the city. Artistic gardening comes as natural to the French as cooking and dancing; nowhere is the truth of this remark more clearly visible than where the Paris Exhibition of 1900 stood, like Solomon in all its glory. The unsightly reminders of the once great show certainly did not add to the embellishment of the City of Light. Satisfaction is general since the debris have been cleared away, and the longstanding wrangle brought to a close.

That Santos-Dumont is as great an idol of Parisians—as the fair sex in particular—as ever, was confirmed by the enthusiasm that attended his departure from Paris for the St. Louis Exhibition, where he has gone to compete for the great prize with his latest airship, No. 7. Many of his admirers had missed the young Brazilian, and his period of comparative silence had become the subject of general discussion. When last week once more he emerged from his shed, and indulged in various trials round his ground at Neuilly, with his "No. 7," he received quite an ovation. The fact is, he had been working almost day and night, applying the finishing touches to his latest invention, destined to be one of the "wonders" at the St. Louis World's Fair. Though the trials in public at Neuilly were comparatively short, they were not the less conclusive and afforded many interested in aerostatics an opportunity of judging of his machine. No. 7 may be described as much like its predecessors, being shaped like a cigar, and carrying the usual frail framework below. It is driven by a 60 h.p. Charron engine with 4 cylinders, capable of making 1,200 revolutions a minute. In the opinion of several people, No. 7 is a dangerous airship, since the proximity of the motor to the balloon, with its 1,500 cubic metres of inflammable gas within six feet of the sparks of the motor, constitutes a grave danger for the aeronaut and his assistants. M. Santos-Dumont, however, laughs at danger.

Greater zeal than ever has been given this year to what is known in the Paris fashionable world as *La Grande Semaine*, which is a week given up to frivolity of the wildest, and entertainment of the most exciting kind one can imagine. Money is supposed to be, and is, spent liberally by wealthy classes in all sorts of dinner parties, balls, and receptions. Restaurants are crowded, waiters are frenzied, and cooks driven mad with orders. Paris never was more full of visitors who have come over for the Grande Semaine and the Grand Prix next Sunday. All is bustle and excitement, everyone, rich and poor, being bent on enjoyment.



**ROWLAND'S
ODONTO
WHITENS
THE TEETH.**

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.

Hongkong, 3rd October, 1900.

"P. & O." HALF-YEARLY REPORT.

The one hundred and twenty-seventh half-yearly Report of the Board of Directors of the Peninsular and Oriental Steam Navigation Company is as follows:—122, Leadenhall Street, London, 31st May 1904.—The directors have now to submit their Report for the Half-year which ended on the 31st March last, and at the same time to transmit (under separate covers) the warrants for the interim dividend, which will be payable on and after the 1st June next.

FLEET.—The usual particulars of the Fleet are set forth in the table prefixed to this Report. The tonnage is 306,937 tons.

The four steamers of the "Moldavia" class are all now fully at work, and their performance has already established their reputation.

The "Bombay" and "Shanghai," like their sister vessel the "Canton," have been sold, not on account of age, as they are capable of useful work for many years, but simply because, as Cargo Steamers, they were not equal to the requirements of the Company's work in the present day.

The "Victoria," "Britannia," "Arcadia," "Oceana," "Peninsular," and "Oriental" are being extensively re-fitted and improved, to enable them to cope with the New Mail Service which will commence next year.

A few years ago the "Rome" was lengthened, reboilered, and to a great extent it may be said rebuilt. But as this vessel is no longer required for the mail service, she is being fitted up as a cruising yacht, and will take her departure to Norway and the Far North in July. Her name now appears in the Fleet List as the "Vectis."

A contract has been made with Messrs. Caird & Co. for the construction of a mail and passenger steamer of 10,000 tons of the "Moldavia" class. This will be the fifth vessel of this type included in the Fleet.

A tender has been accepted from Messrs. Barclay, Curle & Co. to build two 10,000 tons cargo boats, identical in all respects with the three vessels of the "Palermo" class now actively engaged in the service.

It is satisfactory to note that the extensive services in which the Fleet has been engaged have been performed with the usual regularity and without delay or accident of any material kind.

TRANSPORTS.—The Company have still four ships engaged in transport work: the "Assaye," "Plassy," "Sicilia," and "Soudan," but their engagement will end next month.

NEW CHARTER.—A confirmatory meeting of the proprietors was held on the 30th December last to adopt the charter, which is now in operation.

MAIL CONTRACT.—The present Mail contract comes to an end early next year. After prolonged negotiations, the Directors have agreed with the Postmaster-General for a new contract to carry on the same services as at present, but with a considerable acceleration, during a period of three years from February, 1905.

The most important feature in the new service will be the acceleration of the Indian Mails by twenty-four hours, and their regular delivery at Bombay in a little over thirteen days from Charing Cross. This and the other improvements stipulated for (which include a more rapid transit, both of the Australian and China Services), will involve a large additional expenditure, towards which the Post Office will contribute £10,000 a year, being an addition of that amount to the present subsidy, but which, in certain contingencies, may hereafter be reduced.

The Company spent a million and a half sterling last year in the construction of only four new steamers, in anticipation of a renewal of the mail contract, and considering the large capital embarked altogether in the Postal Service, the Directors would naturally have preferred a longer term of contract. But the impossibility of arranging the future conditions of the Colonial portion of the service with the Australian Commonwealth rendered a tentative arrangement necessary in the judgment of the Post Office, and to this decision the Directors loyally subscribed by offering the most advantageous service within the Company's power.

SUMMARY.—The return of troops from South Africa practically ended the Transport Service, which had been continued for three years during the war in that country, and the Company's receipts show in that respect a considerable decline during the past half-year, compared with the figures in the corresponding period of 1902-03.

The return of a number of vessels to their normal employment has, however, been the means of improving the general freight earnings to a considerable extent, notwithstanding the continuance of very low carrying rates.

The Passenger receipts contrast unfavourably with the figures of last year, which is partly due to the fact that the comparison is made with a period which embraced the traffic arising from the Indian Durbars, and partly to the effect of a lower tariff (under the removal of the coal surtax) and the extension of the Company's return ticket system, of which the public have largely availed themselves.

The Eastern trade has shown no greater

TO REPEL MOSQUITOES,
always use at Bedtime
**CALVERT'S
20 per cent.
CARBOLIC SOAP**

A popular Soap in hot climates, as it is most refreshing for the toilet, in addition to the beneficial properties afforded by the high percentage of Calvert's Pure Carbolic.

J. C. CALVERT & Co., Manchester, Eng.

68-2

buoyancy, as regards rates of freight, than for some time past. Certain circumstances have proved additionally unfavourable, such as the export cotton trade from Manchester, and the cessation of the trade between Bombay, China and Japan, due to the inflation of cotton prices, and to the war between Russia and Japan. The Company's intercolonial steamers have, therefore, not been able to find their usual employment.

Coal will prove slightly dearer during the currency of the present financial year, and the labour charges continue, in every direction, on a very heavy scale.

INTERIM DIVIDEND.—The net effect of the half-year's work shows, however, on the whole, a fair result, and the Directors have declared the usual interim dividend on the Preferred Stock, at the rate of 5 per cent. per annum, and on the Deferred Stock at the rate of 7 per cent. per annum, payable on and after the 1st June.—By order of the Board of Directors, G. F. JOHNSON (Secretary).

NOTICES OF FIRMS

A. S. WATSON & CO. LIMITED.

MR. JOHN ARTHUR TARRANT has This Day been appointed AGING SECRETARY of the Company.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [1620]

OSAKA SHOSEN KAISHA.

IT IS HEREBY NOTIFIED that during the Undersigned's Temporary Absence from this Colony Mr. S. ITHROI will have charge of this office.

T. ARIMA,

Hongkong, 15th July, 1904. [1718]

A. S. WATSON & CO. LIMITED.

MR. ALFRED HENRY MANCILL has This Day been appointed AGENT for the General Managers of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [1619]

DARLINGTON'S HANDBOOKS

"Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."

"Far superior to ordinary guides."

Visitors to London should use

DARLINGTON'S

LONDON "A brilliant book."—*The Times*,
"Particularly good."—*Academy*,
AND E. C. COOK & ENLARGED EDITION
6s.

ENVIRONS. 2s. Maps and Plans
60 Illustrations.
60 Illustrations,
10 Maps; 5s.

NORTH WALES. 10 Maps; 5s.

DEVON AND 80 Illustrations.
CORNWALL 12 Maps; 6s.

Visitors to Brighton, Eastbourne Hastings Bournemouth, Wye Valley, Severn Valley Bath, Weston-super-mare, Malvern, Hereford, Worcester, Gloucester, Ludlow, Wye, Langollen, Aberystwyth, Torbay, Barmouth, Dolgelly, Harlech, Criccieth, Pwllheli, Llandudno, Rhyl, Betw-y-coed, Isle of Wight, and Channel Islands should send for

DARLINGTON'S HANDBOOKS in each

is, **THE HOTELS OF THE WORLD**

A Handbook to the leading Hotels throughout the World.

LANGLAN: DARLINGTON & CO.

LONDON: SIMPKIN & CO. [177]

LANGLAN: DARLINGTON & CO.

LONDON: SIMPKIN & CO. [177]

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LANGLAN: DARLINGTON & CO.

LONDON: SIMPKIN & CO. [177]

LANGLAN: DARLINGTON & CO.

LONDON: SIMPKIN & CO. [177]

THE CIGARETTES OF THE
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS,
Large Size \$5.00 per 100
Gold Tipped Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$1.60 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

[1615] **KRUSE & CO., CONNAUGHT HOUSE.**

PO CHEUNG & CO.

昌寶

14, QUEEN'S ROAD, CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c., &c.

CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT

A MOMENT'S NOTICE.

TELEPHONE 400.

Hongkong, 13th July, 1904.

[1708]

ACHE
ACHE ALL OVER. Throat sore, Eyes and Nose running, slight cough with chills; this is La Grippe.

Grippe
Painkiller
taken in hot water, sweetened, before going to bed, will break it up if taken in time. There is only one Painkiller, "PERRY DAVIS."

[1516-1]

JOHN ROBERTS & COMPANY, LTD

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specification, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Scrolled Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipped Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes with lever for levelling complete with the following accessories:—

- | | |
|---|---|
| 12 Selected Ash Cues | 1 Wall Cue Rack. |
| 1 Butt Rest with Patent Brass Head. | 1 Wall Butt Rack. |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Balls, Framed. |
| 1 Long Butt. | 1 Best Billiard Brush. |
| 1 Mid Butt. | 1 Set "Crystalline" or "Bonzoline" Bill. Balls. |
| 1 Billiard Marking Board. | 1 Box Best Cue Tips, Assorted. |
| 1 Mid Cover for Table. | 1 Cue Tip Fastener with File. |
| 1 Dust Cover for Table. | 1 Bottle Cue Cement. |

SHIPPING.

ARRIVALS.
 BRUNNEN, British str., 2,510. G. D. Sarchot, 15th July.—Poochow 15th July, General.
 CHUNAN, British str., 2,552. O. Thompson, 15th July.—Shanghai 12th July, General.—P. & O. S. N. Co.
 HAILAN, French str., 377. L. Andersen, 15th July.—Pakhoi and Heihow 14th July, Pigs and General.—A. R. Marty.
 JAMES BRAND, British str., 1,900. Torrance, 15th July.—Saratov 14th July.—Meyer & Co.
 KWANGLEF, Chinese str., 1,540. Lincoln, 15th July.—Canton 14th July, General.—Chinese.
 QUANG NAM, French str., 710. Jean Vidal, 15th July, Saigon 10th July, Rice and General.—Bradley & Co.
 SIMLA, British str., 3,805. F. R. Summers, 15th July.—Bombay 24th June and Singapore 10th July, Mail and General.—P. & O. S. N. Co.
 TSINAN, British str., 1,461. C. Lindbergh, 15th July.—Australia and Manila 12th July, General.—Butterfield & Swire.
 WAISHING, British str., 1,170. M. Courtney, 15th July.—Chinkiang 11th July, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 15th July.
 Anghin, German str., for Bangkok.
 Heine, German str., for Bangkok.
 Helene, German str., for Bangkok.
 Zaire, British str., for Manila.

DEPARTURES.

15th July.
 CALL DIERBERGSEN, Ger. str., for Heihow.
 DIOMED, British str., for London.
 GLENROY, British str., for Shanghai.
 HAILONG, British str., for Tamsui.
 JUPITER, Spanish str., for Sasebo.
 ONSANG, British str., for Saigon.
 PRONTO, Norwegian str., for Newchwang.
 LOONGGAN, British str., for Manila.
 SIGNAL, German str., for Doh.

VESSELS IN DOCK.

15th July.
 ABERDEEN DOCKS.—U. S. S. Pathfinder, U. S. S. General Ames, U. S. S. Helena, Slender, Hadam, Sikh, Onong, Dugway, H.M.S. Hardy, Shanghai.
 COSMOPOLITAN DOCK.—Vide of Doon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship
 "CHUSAN,"
 Captain W. B. Palmer, R.N., carrying His Majesty's Mails, will be despatched from Hongkong for Bombay, etc., on SATURDAY, the 18th JULY, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mongolia," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 23rd August.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 4th July, 1904.
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAICHUNG,"
 Captain Hodgins, will be despatched for the above ports TO-MORROW, the 17th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAIRDALE & CO.,
 General Managers.
 Hongkong, 14th July, 1904. [1712]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S.
 INTERMEDIATE LINE.
 The New and Well-Appointed Twin Screw s.s. "SARDINIA,"
 6,374 Tons, will be despatched for LONDON DIRECT on or about 21st July.
 Has excellent accommodation for FIRST and SECOND SALOON Passengers at moderate rates.
 To be followed by the Steamship
 "BORNHO,"
 4,573 Tons, about 18th August.
 For further Particulars apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 24th June, 1904. [1558]

NATAL LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS
 in CHINA AND JAPAN for the above Line are pleased to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare: \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.,
 No. 147, Connaught Road Central,
 Hongkong, 15th March, 1904. [27]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	To-day, at Noon, 19th inst.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	C. C. Talbot	P. & O. S. N. Co.	About 22nd inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SARDINIA	Brit. str.	C. C. Talbot	P. & O. S. N. Co.	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.		BUTTERFIELD & SWIRE	18th Aug.
LONDON, AMSTERDAM & ANTWERP	MOTUNE	Brit. str.		BUTTERFIELD & SWIRE	30th Aug.
LONDON, AMSTERDAM & ANTWERP	PELUS	Brit. str.		BUTTERFIELD & SWIRE	15th Sept.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	28th inst., D'light.
MARSEILLES & LONDON, VIA S'PORE, &c.	BUCENTAU	Brit. str.	R. L. Risler	NIPPON YUSEN KAISHA	20th inst., at Noon.
BREMEN, VIA PORTS OF CALL	ROON	Ger. str.	Meibers	MELCHERS & CO.	31st inst.
HAVRE & HAMBURG	C. FRED LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th Aug.
HAVRE, BREMEN & HAMBURG	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINIE	25th Aug.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Mittelf	HAMBURG-AMERIKA LINIE	5th Sept.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	20th Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	PARSIA	Ger. str.	Craglietto	SANDER, WIEBER & CO.	23rd inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	SPERDON	Brit. str.		BUTTERFIELD & SWIRE	20th Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. FILANS	Brit. str.		DODWELL & CO., LD.	About 20th inst.
VANCOUVER, VIA SHANGHAI, &c.	EPSON	Brit. str.	J. White	CHUNAN, TOMES & CO.	About 15th Aug.
AMCOUVEL, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	E. of China	CANADIAN PACIFIC R. CO.	20th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	30th inst.
VICTORIA (B.C.) & SEATTLE VIA N'SKI, &c.	MACHAON	Brit. str.		PORTLAND & ASIATIC CO.	11th Aug.
PORTLAND, OREGON	MACOMEDIA	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	To-day.
AUSTRALIAN PORTS	NACOMA MARU	Jap. str.		NIPPON YUSEN KAISHA	29th inst., 4 P.M.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	11th inst.
SHANGHAI	SIMLA	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Brit. str.	F. R. Summers	P. & O. S. N. Co.	To-day, at 10 A.M.
CHINKIANG (DIRECT)	ANIKU	Brit. str.	Mistorigo	SANDER, WIEBER & CO.	22nd inst., P.M.
FOCHOW, VIA SWATOW & AMOY	TEIUNPH	Jap. str.	T. Brandt	BUTTERFIELD & SWIRE	To-day.
TAMSUI, VIA SWATOW & AMOY	M. STRUYE	Jap. str.	H. A. Haraldson	OSAKA SHOSHEN KAISHA	3rd Aug., 10 A.M.
AMPOING, VIA SWATOW & AMOY	TEITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	24th inst., 10 A.M.
SWATOW, AMOY & FOCHOW	HAICHUNG	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	Holmans	DOUGLAS LAIRDALE & CO.	To-morrow, 11 A.M.
MANILA DIRECT	SUNGKIAN	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	To-day.
MANILA DIRECT	RUAN	Brit. str.		SHEWAN, TOMES & CO.	To-day, at 10 A.M.
MANILA DIRECT	SHAWMUT	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	20th inst.
MANILA DIRECT	KAIFUNG	Brit. str.	E. W. Smith	SHEWAN, TOMES & CO.	23rd inst., 10 A.M.
CEBU & ILOILO	SHAWMUT	Brit. str.	E. W. Smith	DODWELL & CO., LD.	About 12th Aug.
KUDAT & SANDAKAN	BORNEO	Ger. str.	E. Mühle	BUTTERFIELD & SWIRE	21st inst.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
 "EPSOM,"
 Captain J. White, will be despatched for the above port on or about MONDAY, the 15th August.
 For Freight, apply to
 SHEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 4th July, 1904. [1630]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.
 FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Bill and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodities Steel Twin Screw Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.
 FARES—
 Saloon \$2.00
 Chinese Saloon \$1.00
 2nd Class 0.60
 Steerage 0.20
 This well-known steamer has been fitted throughout with Electric Light. Unrivaled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
 YIK ON S. S. CO.,
 309, Des Vaux Road Central.
 Hongkong, 9th July, 1904. [1674]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodities Steamer

"PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUIN,"
 Captain Morin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European \$8.00
 Second Class European \$3.00
 First Class Chinese \$1.50
 Second Class Chinese 80
 Deck 30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
 J. LANDOLT, Agent,
 The Pharmacy, Queen's Road Central,
 Hongkong, 23rd March, 1904. [420]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with electricity, hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
 1st Class \$3.00 for Single journey
 2nd 1.50
 Meals 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S. S. CO., LD.,
 No. 216, Wing Lok Street,
 Hongkong, 27th February, 1904. [75]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

STEAMERS TO SAIL

REMARKS.

SHANGHAI {SIMLA 10 AM. 16th July } Freight and Passage.
 LONDON, &c. {CHUSAN Noon, 16th July } See Special Advertisement.
 YOKOHAMA, VIA SHANGHAI, MOI & KOBE {JAYA About 22nd July } Freight and Passage.
 LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES {SARDINIA About 22nd July } Freight and Passage.
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 13th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOI, KOBE AND YOKOHAMA.

Steamer.

Tons.

Captain.

Sailing Date.

HYADES 3,733 Geo. Wright Saturday, July 30th
 SHAWMUT 9,006 W. M. Smith Thursday, September 1st
 TREMONT 9,006 T. W. Gardick Saturday, October 1st
 † Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT 9,006 tons W. M. Smith About 12th August.
 S.S. TREMONT 9,006 tons T. W. Gardick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 QUEEN'S BUILDINGS,
 Hongkong, 13th July, 1904.

DODWELL & CO., LIMITED,

GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 20th July.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 3rd Aug.
 R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 10th Aug.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 24th Aug.
 Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
 Intermediate on Steamers 240
 and 1st Class Rail 240 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the

famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to

VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting-General Agent,
 9, Collier Street.
 [6]

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS LEAVING

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW	"M. STRUYE"	SUNDAY, 24th July, at 10 A.M.
ANPING, VIA SWATOW	"TRITOS"	WEDNESDAY, 27th July, at 10 A.M.
TAMSUI, VIA SWATOW	"H. KRAFT"	SUNDAY, 31st July, at 10 A.M.
FOCHOW, VIA SWATOW	"FRITHJOF"	at 10 A.M.
AND AMOY	"TRIUMPH"	WEDNESDAY, 3rd Aug., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
 Hongkong, 9th July, 1904.
 T. ARIMA, Manager [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

STEAMERS	SAILING DATES
ROON	WEDNESDAY .. 20th July
PRINZ REGENT LUITPOLD	WEDNESDAY .. 2nd August
PREUSSEN	WEDNESDAY .. 17th August
PRINZ HEINRICH	WEDNESDAY .. 31st August
GENEISENAU	WEDNESDAY .. 14th September
BAVERN	WEDNESDAY .. 28th September
SACHSEN	WEDNESDAY .. 12th October
ZITEN	WEDNESDAY .. 26th October
PRINZESS ALICE	WEDNESDAY .. 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY .. 23rd November
PRINZ EITEL FRIEDRICH	WEDNESDAY .. 7th December
PRINZ HEINRICH	WEDNESDAY .. 21st December
	4th January 1905.

ON WEDNESDAY, the 20th day of JULY, 1904, at Noon, the Steamship

CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th July. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 12th July, and Parcels will

be received at the Agency's Office until Noon on TUESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 7th July, 1904. [5]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon staterooms. Electric Light. Perfect

Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-

date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Jellicoe.
SANDPIPER, river gunboat, Lieut. Commander-
H. T. Adley.
TAKU, torpedo boat destroyer.
TANAR, racing ship, Commodore C. G.
Dickens.
VIRAGO, torpedo boat destroyer.
FOREIGN WARSHIPS.
ADAMASTOR, Portuguese cruiser, 1,890, Tifeiro.
8th July.—Maeco 8th July.
HELENA, U.S. gunboat.
TITANIA, German cruiser, 1,245 Schanze, 6th
July.—Shanghai 29th June.

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of *Daily Press* are for
sale daily at 100, HUTTONEJEE'S
KOWLOON STORE, No. 98, Elgin Road.
Five cents per copy cash.
HONGKONG, 22nd December 1903.

FOR SYDNEY AND MELBOURNE, VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE, BRISBANE.

THE Company's Steamship

"YAWATA MARU."

will be despatched as above on FRIDAY, the
20th July, at 4 P.M.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and with
all modern fittings and improvements for the
safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and
Stewardess carried.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 23rd June, 1904. [1583]

FOR SYDNEY AND MELBOURNE, VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE, BRISBANE.

THE Company's Steamship

"YAWATA MARU."

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A. S. MIHARA,
Manager.

Hongkong, 22nd June, 1904. [1583]

FOR SYDNEY AND MELBOURNE, VIA
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TOWNSVILLE, BRISBANE.

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Stewardess carried.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 22nd June, 1904. [1583]

POST OFFICE NOTICES.

BOOKS CONTAINING—
16 Postage Stamps of 4 cents
12 " " " 2 cents
12 " " " 1 cent
may be obtained at the counter of the General Post Office and at Kowloon Post Office.
Price \$1.00 each book.

The *Coptic*, with the American mail, left Yokohama on Tuesday, the 12th inst., at noon, and may be expected here on or about Wednesday, the 20th inst.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Peking	Saturday, 16th, 7.30 A.M.
Manila	Zebu	Saturday, 16th, 9.00 A.M.
Shanghai	Singapore	Saturday, 16th, 9.00 A.M.
Bangkok	Amoy	Saturday, 16th, 10.00 A.M.
Swatow, &c., India via Tientsin		Saturday, 16th, 10.00 A.M.
Extra Postage 10 cents		
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Extra Postage 10 cents		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Hongkong	Saturday, 16th, 12.15 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, and Portland, Or.		Saturday, 16th, 3.00 P.M.
Chong Chon, Nanchow and Quong Chow Wan		Saturday, 16th, 3.00 P.M.
Chungkong		Saturday, 16th, 4.00 P.M.
Samsui, Shingai, Tientsin and Wuchow		Saturday, 16th, 4.00 P.M.
Manila		Saturday, 16th, 4.00 P.M.
Amoy		Saturday, 16th, 4.00 P.M.
Swatow, Amoy and Tientsin		Saturday, 16th, 5.00 P.M.
Swatow and Bangkok		Saturday, 16th, 5.00 P.M.
Moji		Saturday, 16th, 5.00 P.M.
Swatow and Shanghai		Saturday, 16th, 5.00 P.M.
Nantao		Saturday, 16th, 5.00 P.M.
Samsui		Saturday, 16th, 5.00 P.M.
Macao		Saturday, 16th, 5.00 P.M.
Swatow, Amoy and Fouchow		Sunday, 17th, 9.00 A.M.
Kongmoon and Kanchuk		Sunday, 17th, 9.00 A.M.
Nantao		Sunday, 17th, 9.00 A.M.
Samsui		Sunday, 17th, 9.00 A.M.
Macao		Sunday, 17th, 9.00 A.M.
Canton		Sunday, 17th, 9.00 A.M.

TO-DAY.

Sale, Provisions, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.
Sale, Wrecks and Cargo of the str. *Algoma*, Sales Rooms, Messrs. Hughes & Hough, noon.
Ordinary Weekly Meeting of the Hongkong Electric Co., Ltd., 12.30 p.m.
Sale, Jewellery, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.
The Orpheum Musical Comedy Co., Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	15th July
Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 1/4
Bank Bills, at 30 days' sight	110 1/4
Bank Bills, at 4 months' sight	110 1/4
Credits at 4 months' sight	110 1/4
Documentary Bills, 4 months' sight	110 1/4
ON PARIS.	
Bank Bills, on demand	232
Credits, at 4 months' sight	232 1/2
ON GENOA.	
Bank Bills, on demand	188
ON NEW YORK.	
Bank Bills, on demand	44 1/2
Credits, 60 days' sight	45 1/2
ON HAMBURG.	
Telegraphic Transfer	138
Bank, on demand	138 1/2
ON ALGERIA.	
Telegraphic Transfer	138
Bank, on demand	138 1/2
ON SHANGHAI.	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA.—On demand	90 1/2
ON ANKARA.—On demand	Nominal
ON SINGAPORE.—On demand	Nominal
ON BATAVIA.—On demand	110 1/2
ON HONGKONG.—On demand	21 p.c. p.m.
ON BANGKOK.—On demand	62
SOVEREIGNS, Bank's Buying Rate	110 1/2
GOLD LEAF, 100 fine, per tola	125 50
SILVER, per tola	25 1/2
OPUM.	
Quotations are:—	
Malwa New	\$10.00 to \$10.50 per picul
Malwa Old	\$10.00 to \$11.00
Malwa Older	\$11.00 to \$12.00
Malwa V. Old	\$12.00 to \$12.50
Persian fine quality	\$8.50 to
Persian extra fine	\$8.50 to
Persian New	\$12.50 to
Persian Old	\$12.50 to
Beneas Old	\$12.40 to

VESSELS EXPECTED.

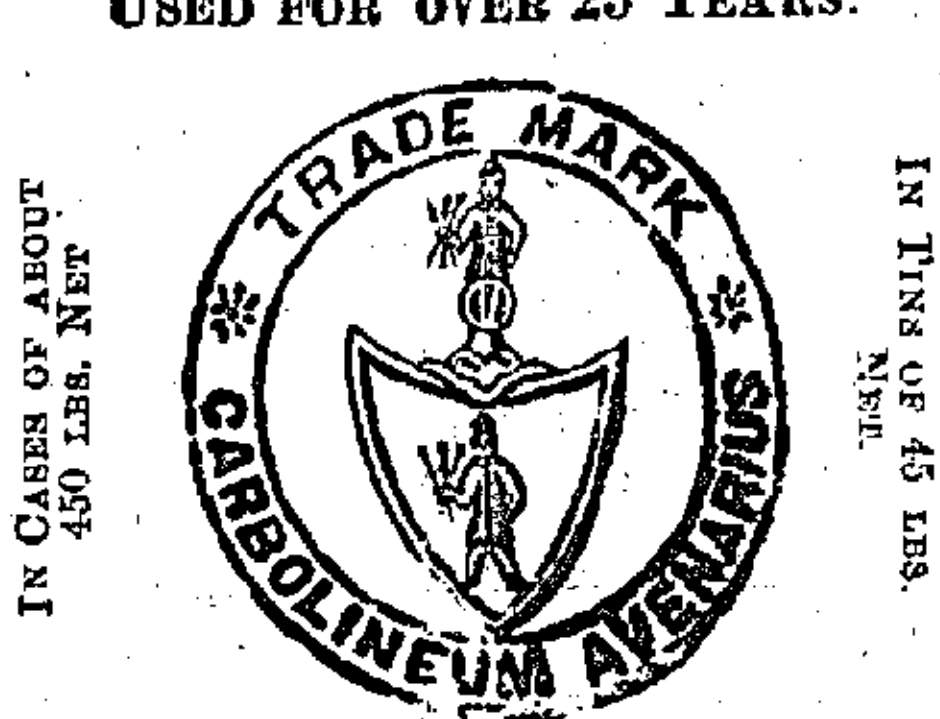
THE AMERICAN MAIL.
The P.M. steamer *Siberia* will probably leave Manila to-day, the 15th July, for this port. She has been delayed at Manila on account of bad weather.
The O. & O. steamer *Coptic*, from San Francisco to the 22nd June, left Yokohama for this port on the 12th July, at noon.
The P.M. steamer *Korea* left San Francisco for this port via Honolulu, &c., on the 12th July.
THE GERMAN MAIL.
The I.G.M. steamer *Roos* left Kobe via Nagasaki, Shanghai and Fouchow on Monday, the 11th July, at 5 p.m., and may be expected here on Tuesday, the 19th July.
The I.G.M. steamer *Preussen* left Colombo on Saturday, the 9th July, p.m., and may be expected here on Wednesday, the 20th July.
THE INDIAN MAIL.
The steamer *Avonport* from Calcutta, left Singapore for this port on the 18th July, a.m.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress* of China left Vancouver, for this port, via usual ports of call, on the 4th July, at noon.
MERCHANT STEAMERS.
The H.A.L. steamer *Spica*, from Hamburg, left Singapore for this port on the 11th July, p.m., and may be expected here on the 17th July, a.m.
The J.C.J. Lijn steamer *Tilapat* left Macassar for this port on the 10th July, and may be expected here on the 18th July.
The J.C.J. Lijn steamer *Tipanas* left Moji via Amoy for this port on the 7th July, and is due here on the 18th July.
The O.S.S. & C.M. steamer *Felous* left Singapore on the 13th July, p.m., and is due here on the 18th July, p.m.
The N.Y.K. steamer *Daralong* (European Line) left Singapore for this port on the 13th July, p.m., and is expected here on the 18th July, p.m.
The A.L. steamer *Nippon* left Singapore for this port on the 15th July, a.m.
The A.L. steamer *Felous* left Kobe via Moji for this port on the 14th July.
The E. & A. steamer *Empire* left Thursday Island on the 11th July for Fouchow, Manila and this port, and is due here on the 23rd July.
The C.P.R. steamer *Tartar* arrived at Yokohama at 3 a.m. on Friday, the 15th July, and left again at noon same day for Kobe, where she

JOINT STOCK SHARES.

Stocks.	No. of Shares.	Issue Value.	Paid Up.	Last Dividend.	Lossing Quoted.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	10% div. & 10% bonus at 1/81=\$22.09 per share for 2nd half-year ended 31-12-1903	\$60 1/2
National Bank of China, Ltd.	20,010 A	\$10	\$10	3 1/2 per share	\$53, buyers.
Do. Founders' Shares	14,443 B	\$10	\$10	3 1/2 at 1/9=\$22.09	\$53, buyers.
Do. Founders' Shares	750 C	\$1	\$1	None	\$10, buyers.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	\$22 for 1902	\$54 1/2, sellers.
China Traders' Ins. Co., Ltd.	24,000	\$83.33	\$25	10% for 1902, and 30% for 1903	\$55, buyers.
North China Ins. Co., Ltd.	10,000	\$15	\$5	10% for 1902, and 10% for 1903	\$15, buyers.
Yantai Ins. Assoc., Ltd.	8,000	\$100	\$60	\$12=20 p.c. for 1902.	\$130.
China Ins. Office, Ltd.	10,000	\$250	\$50	\$15 for 1902.	\$210.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$22 1/2 for 1902	\$310 buyers.
China Fire Ins. Co., Ltd.	20,000	\$100	\$60	\$7 for 1902	\$48.
SHIPPING.					
Hongkong, Canton, and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 31-12-1903	\$29 sellers.
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	5 per cent. for 1903 at 10%	\$108, ex div.
China & Manila S. S. Co., Ltd.	30,000	\$50	\$50	10 p.c. for 1900.	\$25 1/2, sales & buyers.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	6 per cent. for year ending 30-6-1903	\$55 1/2, sellers.
Star Ferry Co., Limited	20,000	\$10	\$10	18 & 4 p.c. for year ended 30-4-04	\$85, buyers.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	10% for 1903	\$25 1/2, sellers.
Do. Preference	100,000	\$10	\$10	10% for 1903	\$8, 1/2.
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Fin. of 7 p.c. making in all 12 p.c. for 1901.	\$185, sellers.
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1907	\$9, sellers.
MINEING.					
Panjo Mining Co., Ltd.	60,000	\$11	\$11	None	Nominal.
Do. Preference	30,000	\$1	\$1	None	40 cts. sellers.
Société Fran. des Charbonnages du Tonkin	18,000	\$250	\$250	Fin. of 10 p.c. on account of 1903.	\$490.
Kan. Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 p. share=48 cts., 12th div.	\$7 1/2, buyers.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	60,000	\$50	\$50	12 p.c. & 2 p.c. bonus for half year 31-12-1903	\$217, buyers.
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Fin. 5 p.c. making in all 10 p.c. for 1903	\$113, sales & sellers.
New Amoy Dock Co., Ltd.	6,000	\$50	\$50	\$11 for 1903	\$30, sellers.
S.C. Farnham, Boyd & Co., Ltd.	55,700	\$100	\$100	Int. 5 p.c. on account of 1903	\$15, 1/2.
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Fin. of 6 p.c. making in all 12 p.c. for 1903	\$158, sellers.
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$2.00 per share for 1903	\$38.
West Point B. Co., Ltd.	12,500	\$50	\$50	Fin. of \$1.70 making \$3.20 for 1903	\$60.
Hongkong Hotel Co., Ltd.	12,000	\$50	\$50	10 p.c. for half year ended 31-12-1903	\$134, sales & buyers.
Hampshire Estate & Fin. Co., Limited	100,000	\$10	\$10	10 p.c. for half year ended 31-12-1903	\$124, sellers.
Shanghai Land	52,000	\$10	\$10	Fin. of 6 p.c. also p.c. bonus making in all 10 p.c. for 1903	\$115.
COTTON MILLS.					
Ewo Cotton Spinning & W. Co., Limited	20,000	\$10	\$10	8 per cent. for 1903	\$15, 30, sellers.
International Cotton Mfg. Co., Limited	10,000	\$10	\$10	3 p.c. on account of 1903	\$15, 25.
Loon-kung Cotton Spinning and Weaving Co., Limited	8,000	\$10	\$10	8 p.c. on account of 1903	\$15, 32 1/2.
Hongkong Cotton Spin. Weaving and Dyng Co., Limited	125,000	\$10	\$10	Fin. of 6 p.c. making in all 10 p.c. for year ended 31-7-03	\$144, sellers.
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	100,000	\$10	\$10	15 p.c. for 1903	\$204, buyers.
China-Borneo Company, Ltd.	60,000	\$10	\$10	5 per cent. for 1903	\$104, buyers.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Fin. of 50 cts. making in all 51 p.c. for year ended 30-6-03	\$14, sellers.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	30 cents year 30-4-03	144, buyers.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	10 p.c. div. & 1 p.c. bonus for 1902	\$84, sales & buyers.
Hongkong Rope Mfg. Co., Ltd.	10,000	\$25	\$25	20 per cent. for 1903	\$140, sellers.
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1903	\$48, sellers.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Fin. of \$12 making in all 15 p.c. for year ended 30-6-03	\$225, buyers.
Hk. High-Level Tramways Co., Limited	1,250	\$100	\$100	10% for year ended 30-6-03	\$280, buyers.
Hk. Steam Water-boat Co., Limited	7,500	\$10	\$10	Int. div. 7 percent. on account year ending 30-6-03	\$19, buyers.
Dairy Farm Company, Ltd.	10,000	\$7 1/2	\$7 1/2	41 1/2 for year ended 31-7-03	\$20, sales & buyers.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	30 per cent. for 1903	\$57, sales & buyers.
Hell's Asbestos Eastern Agency, Limited	8,604	\$12 1/2	\$12 1/2	4 per cent. for 1903	\$5, buyers.
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	80 cts. p. share for year ended 31-5-03	\$124, buyers.
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	None	\$4, buyers.
China Provident Loan and Mortgage Company, Ltd.	200,000	\$10	\$10	80 cents for year ended 31-12-03	\$94, sellers.
Watkins, Limited	10,000	\$10	\$10	10 per cent. for 1903	\$72, buyers.
The China Light & Power Company, Limited	15,000	\$10	\$10	First year	\$84, buyers.
William Powell, Limited	12,000	\$10	\$10	Int. div. 5 p.c. on account year ending 30-6-03	\$104, buyers.
Shanghai Hongkong Dyeing & Cleaning Co., Ltd.	1,200	\$50	\$50	First year	\$30.
Canton-Hongkong Ice and Cold Storage Society, Ltd.	7,000	\$10	\$10	First year	\$10, nominal.
Chiao (Alhambra, Limited)	300	\$500	\$500	25 p.c. for year ended 30-6-00	\$200.
Co's Philippine Co., Ltd.	67,500	\$10	\$10	None	\$94, sellers.
S. China Moring Post, Ltd.	6,000	\$25	\$25	First year	\$25, nominal.

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.
LUTGENS, EINSTAMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902

RUINANT PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 18th May, 1903.

HONGKONG-HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

WEEK DAYS.	
1.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS.	
1.45 p.m. & 6.00 p.m.	9.45 to 11.15 p.m., every 4 h & 15 m.
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.30 a.m.	Every 10 minutes.
11.30 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
8.00 p.m. to 9.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	
SATURDAYS.	
1 extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Corporation's Office, Alexandra Buildings, De Vere Road Station.	
JOHN D. HUMPHREYS & SON, General Managers.	
HONGKONG, 14th January, 1904.	

HIS ISLAND PRINCESS.

FROM THE NOTES OF RUPERT DE LA TOUCHE
(1825).

BY
W. CLARK RUSSELL.

(Author of "The Wreck of the Graciosa,"
"Overdue," &c.)

SYNOPSIS OF INSTANTMENT I. Rupert de la Touche is second mate on one of a boat of convict ships, leaving England for a distant colony. Among the women prisoners is a young and beautiful girl, but what her name is, or for what she is being punished, no one knows. When only a few days at sea this girl jumps overboard and is found immediately after her, but though rescued and taken on board again she dies almost at once, and is buried at sea.

CHAPTER II. THE CONVICT GHOST.

While I stood viewing the moonlight picture, and sometimes I must confess it—thinking of the beautiful young unknown girl whose form—lost to life, to love, to the world, for ever—was floating deep down under that gleaming churning surface, I was startled by a long sustained scream which took me with a run to the break of the poop. I can compare it to nothing better than the melancholy cry at night of the jackall on the banks of the river Hooghly; as if I have heard the beast whilst lying in that sobbing running river. I halted the sentry.

"What was that cry?"

"It came from one of the women in the two-decked, sir," answered the marine, who was stationed at the hatchway.

Scarcely had he spoken when the cry was repeated.

It sounded as though it proceeded from a person in distress rather than in terror; or in sleep, or partly unconscious rather than wide awake.

I went to the hatch and looked down. After a pause, during which I heard some talking below, a female came and stood under the hatch, and looked up.

"What's that?"

"Mrs. Champion," says she.

She was the matron who had charge of the people.

"What noise was that?" says I.

"A woman below has seen the ghost of the young girl who buried this morning."

"And it made her cry out?"

"So she says, sir. She cried out when she saw it coming. And she cried out again when she saw it passing where she lies."

"If that's all—well, good-night, Mrs. Champion," says I with a half laugh, and I went on the poop to the captain.

"Well, sir, what is it?"

"A ghost, sir," I answered.

"Of these ghosts?"

"The girl who buried this morning, sir."

"What has it done? What drew you to the hatchway?"

I reported the incident as you have it.

The captain took a leisurely look round the sea and at the weather, walked to the binnacle-stand to inspect the compass, and after another short survey of his ship with his hand upon the hood of the companion-way, disappeared.

The time passed. I walked the deck, lonely, as a man always is at sea, lost in thought, but giving little heed to the ghost. But if I did not think of the ghost, my thoughts would often flit to the girl, for I was young, ardent, amiable sailor. I had been greatly struck by her beauty, which had impressed me the more because it had asserted itself in spite of her rags and misery of clothing, and neglected hair. Thinking of her, I said to myself, "Had she but lived, and a Lely, or a Reynolds, or a Gainsborough had painted her in the sumptuous flowing attire the artist would have known how to clothe her in, what an immortal canvas she would have made! She would have shone for ever, a fixed star in the heaven of stars of English Beauty."

As I thus thought, a man in the forepart of the ship struck the bell twice and then once, making it three bells, that is half an hour after one. The peace was so great upon the sea, and so deep was the slumber of the sails to the tender, regular breathing of the wind, that the metallic notes of the bell were reverberated from on high, and fell out of the caverns of pulpit canvas in short but very clear, distinctly. I heard just then the marine stationed at the main hatchway cry out suddenly and sharply as though he hailed.

"Did you see it, sir?" he called out.

"See what?" I answered, going to the head of the steps.

"Something white passed between the barricade and the bulwark, and when I called it disappeared over the side," replied the marine, in a voice whose tremors indicated great agitation and disorder of spirits.

For the second time in that watch I passed the barricade, and went to the main hatch. Though, as I have said, the sails played most of the deck in shadow, the brightness of the moon was upon the sentinel, whose musket gleamed in his hands, whose buttons frostily glistened on his overcoat, and whose face lay very plain.

"What are you saying about something passing along and going over the side?" said I.

"It's as true, sir, as I stand here," he answered. His eyes looked large in the moonlight and his voice shook. "I couldn't believe it at first. I've always laughed at such things. But, as I'm a man, and as we are that there up there is the moon, a figure that might have been shaped out of a cloud, the figure of a woman in white, slid along there."

"It was some deception of moonshine," said I.

"The ship swings a bit, so do the shadows—watch them! Keeping sentry in the middle watch is drowsy work. 'Tis all right, my man."

"You would have seen her yourself if you had been looking, sir," he exclaimed.

I returned to the poop, but confess that I found that the temperature of the air had fallen by several degrees since I left that part of the deck. In short, I felt cold and uneasy, and gazed along the dusky, moon-streaked length of ship very nervously, and went to the side and peered over.

At four o'clock the mate arrived on deck to relieve me. I told him what had passed.

"Fish!" says he. "Tis very fit that a ghost should appear to a marine. Ghosts were invented for the marines," and so saying he turned the subject by inquiring how the weather had been, observing the lay of the yards, the direction of the wind, and so forth.

Little was said about the ghost the next day, at least in my hearing. Captain Sever referred to it once jokingly. I had a short chat with the matron about it. She was leaving the captain's cabin for making her report; I stopped and asked her who the woman was that had seen the ghost.

"One Matthews," she answered, whipping out with the name, though as a rule the names of prisoners were carefully and discreetly concealed under numbers.

"Has she said more about it?" I asked.

"She says it was the figure of the very girl herself that came out of the place where she died, and passed where she lay, looking at her, and gliding up the steps through the hatchway. She shrieked when she saw it coming, and shrieked again as it passed with its eyes upon her."

"Did others see it?"

"No, sir, but there's not one but swears by it."

"The sentry at the hatch did not see the spectre pass when it emerged," said I, "but he saw it some time afterwards moving in a floating way behind the barricade and the bulwark, and when he spoke to it, it vanished as he spoke."

"It is strange," said she, looking a little pale and somewhat awestruck. "I hope this may not signify misfortune to the ship. Ghosts never appear but on errands of trouble."

She then left me, looking very thoughtful.

This night the first watch from eight to twelve came round to my hands. It was dark without the moon, and the stars were so eclipsed by the hurry of the wind that you saw not by their light. The windward glare of the breaking heads of sails were frequent, and clapped a colour of storm into the aspect of the night, nevertheless the breeze was moderate, and the ship's progress quiet. We were the leastwardmost of the fleet, whose van shapes were scarce visible where they hovered like phantoms on the froth of the sea.

About five bells, however, it came on to freshen and, although we could have borne the canvas we were under, I thought proper to order fore and mizzen top-sails to be furled that we might not out-sail the "Sirius," which was invariably the hindmost ship and the cause of much swearing throughout the fleet. I heard the sailors singing out at the gear forward and the sail flapping aloft, and some hands lay to clear up the mizzen top-sail, whilst two young seamen sprang into the shrouds to roll it up.

All went well till, just before dawn, happened a hitch and a difficulty. Two men had ascended the fore-rigging to furl the top-gallant sail, one taking the weather-side, one the lee-side; when all at once, instead of mounting, the fellow to windward, on climbing over the futtock shrouds till his head was above the rim of the top, came down as rapidly as his legs and arms could manoeuvre his descent, and a moment or two afterwards his example was copied by the man in the lee rigging.

"What are you having down for?" I roared.

"Ablot with ye, and furl that sail!"

"There's a goblin in the fore-top, and a—!" if I mean to work with her, yell the fellow on the weather-side, who, as he spoke, reaching the rail, sprang on to the deck.

I ran forward; four or five seamen were gathered together, standing by waiting for further orders. The lay of the yards gave us a sight of the sky which, though cloud-swept, yet suffused the darkness with a faint radiance that might have been helped by the flashes of the foaming water, and I could see about me with something of distinctness. I cried out to the men who had come from aloft:

"What do you mean by leaving that sail unfurled, bating its heart out up there?"

"There's a goblin in the fore-top," answered the fellow who had come down on the weather-side in a sturdy, determined voice. "Blest if I'm going to work aloft alongside of ghosts!"

"Did you see anything like a goblin, as this man calls it?" said I to the other fellow who had come down.

"Why," he answered, "I seed something white moving."

"Where?"

"On the weather-side of the top."

"There's nothing in 'er fore-top," says I.

"Nothing to scare you—was a man, at least. Two of you jump aloft and furl that sail!"

I spoke with temper and determination. The group of fools hung in the wind-staring up at the top, just as in a street if you point at a sky, they stare at the sky, and if you point at a wall, they stare at the wall. You will speedily collect a crowd whom you shall have staring if you are pleased to sneeze off; then one says "It must be done!" and with a defiant roll of his body, as though he were a boarder, he sprang into the rigging and was presently followed by another. They were watched speechlessly by us below. They gained the top and continued their ascent, but I observed that they mounted the top-gallant rigging very warily and nervously, as though they peered about them, and were ready to hurry down in an instant. They saw no ghost, however, and so got upon the yard and furl the sail.

I kept forward whilst the sail was being stored and listened to the men's talk.

"Think I don't know the difference 'tween a goblin and a shadder!" said the man who had seen the ghost. "I tell you it was the shape of a woman; she seemed to be coated with a kind of veil, white as spray, and when she caught sight of my head she floated up to the top-gallant stay and was sinking down it overboard when I last saw her."

Though openly I should have ridiculed their fears, secretly I must confess I was in sympathy with the alarm their opinions aroused. Three people had now behind the same ghost, and this concurrence of testimony weighed strongly upon me. I made my way aloft, after seeing all right forward. I found Captain Sever on the poop. He listened to me and spoke seriously.

"No, no," says he, "there's no ghost. There never was such a thing. That which is once expended returns no more in its own shape. It is a visible law of nature, and so elementary as to be below discussion. But if the crew have held of the notion that the yards and masts of this ship are haunted, what's to happen if a sudden squall should take us and they refuse to go aloft and shorten sail? But I'll see to it in the morning."

This he did, and worked the business very effectively, not by summoning the men aft and arranging them as another might, but by sending the mate forward to talk to them. The mate believed devoutly in God and the devil, but outside these mysticisms he had no ideas. He found in the boatwain a man after his own heart. This old tarpan had a little reverence, that was declared of him he was one of the four sailors who were found after midnight making merry in a vault on strong beer, bread and cheese and tobacco, with a coffin for a table, upon which was set a rushlight. The drunken miscreants had opened some of the coffin lids and forced bread and cheese into the mouths of the dead, and one of them was so drunk that, when they were asked to quit the vault, he fell into the mud and was suffocated, and was carried by his mates (our boatwain being one of them) back to the scull to lie with the other "genmen."

I was not present at the discussion between the mate and the boatwain on one side, and the sailors on the other. It happened when I was off duty; but I understood that neither the mate nor the boatwain shrank from enforcing his opinion with a handspike, so that the argument grew somewhat raw-headed before it was ended, and more than one disputant carried a black eye or a bruised nose in triumphant proof that he had asserted his opinion. The business ended in the sailor consenting to agree that there was no ghost in the ship, providing a gill of rum apiece was served out to them, a demand which the mate undertook to satisfy at his own expense if the captain refused; but the captain did not refuse, and in the first dog-watch that evening the ship's company drowned the ghost in a can of strong liquor.

Yet I need not tell you, who are probably acquainted with the character of sailors; that in spite of much blustering and "damnes," and turning of quids, and a general demoralisation of "who's afraid?" the men, for many nights following the incident I have related, went aloft with extreme circumspection; no man ever proved himself in a hurry to show the read. However, sail was made and taken in as the need arose, the ship's business carried on, and so in this way all went well.

Our progress had been very slow; how slow you shall judge when I tell you that we did not arrive in Table Bay until the 13th October—your best memory that we sailed from the Mother Bank at daybreak on May 13th. But that I am about to record happened long before our arrival at Table Bay.

We were south of the equator, the parallel about nine degrees. It was a quiet, moonless evening, and a warm breeze was gusting steadily out of the south-east; we moved onwards with our yards braced well forward, everything set, and all the ships floating upon the sea like so many icebergs in the starlight. It was one ball, half-past eight. All the females, as you may suppose, were below and turned in. The "Sirius" was our lee-boat.

Thus sailed the ship, freighted with sin and sorrow, softly and quietly to the music of broken waves and to the murmur of the wind in the rigging like the freshening of the breeze in summer trees, when I heard a loud exclamation leave Captain Sever's lips, and hailing me by name, he cries out:

"Good God! can it be a delusion? Do you see that land on the lee-bow there 'twixt the 'Sirius' and ourselves?"

Now I well knew that we were many leagues from the nearest land. All the ships were in accord; we trimmed sail and navigated as one. Why should our ship then be, of all the fleet, alone crediting the vision of eyes, when looking, as Captain Sever did, I had the horizon between the 'Sirius' and our ship in vision of white land, pale cliffs amid which could be discerned an appearance of houses, the lights of a town or village and a ruddy glow as of a house on fire.

The mate, hearing the captain sing out, put his pipe into his pocket, and steps on to the poop.

"What land's that?" cries the captain, whose figure was all a-work with the excitement and amazement he was under.

The mate took a steady look and then exclaimed: "Well, I'm fixed!" a saying steeped in his mouth, when he was asked whether he could have explained what he meant by *fixed*, unless it had some esoteric reference to the state of Adam after the Fall.

"It looks like a cloud with prick-holes in it, for the stars to shine through," says I.

"But don't you see the white cliffs, the light of a town, and the blaze of a haystack, or a church on fire, or something of that sort?" cries the captain.

"Whatever that country may be," says the mate, "we're sailing into it. Don't the ships ahead there see it. Aren't they keeping any lookout about those ships? We shall be ashore ere you're on top of another!"

The captain had taken the spy-glass out of its bracket in the companion-way, and after pointing the telescope at the astonishing apparition of land, he cried out in renewed ecstasy of amazement:

"Of course it's land! I see houses, and lights, and cliffs. What more goes to the making of land, unless it be men who are not to be desecrated all that distance? Why don't the other ships see it? Why are we all standing right into it? Jump for a port-fire, Mr. la Touche!"

He also sang out to the man at the wheel to put his helm up and let the ship go off, which she did, carrying us under the stern of the Commodore.

I ran for a port-fire, and held the signal, hissing like a mountain stream, over the rail. The ship turned him in the light and fluttered and quivered to her topmast heights, like flames of spirits of wine, and when the port-fire was burnt out, the night, despite its burden of stars, fell down black as ink upon the vision, and hung so for some minutes.

After a minute or two the signal was answered aboard the Commodore by the burning of a port-fire, and a voice feebly shouted through the wind, hailing us, but the ships were too far apart to allow of speech. When we had shifted our helm, whilst we were increasing our pace by making a full wind of the breeze, and when our sight had recovered its use after being dazzled by the glare of the port-fire, I looked for the land, the lights, and the burning house, and lo, the apparition had vanished!

I rubbed my eyes and stared again. I could not err in the bearings of the vision. I looked for it in the right place, and I say it was gone. I called to the captain. "The land has disappeared, sir."

He looked and answered, "Why, so it has!" And again the mate cried out, staring. "Well, I'm fixed!"

"How truly extraordinary!" said the captain, coming close to me and breathing deep. "In all my sea-going experiences never did I hear of, or meet with the like of this! It must have been a sea-mirage and our shift of helm has dissolved it."

Our increased pace had now brought us on to the lee-quarter of the "Sirius," we luffed, and being within speaking distance, were hailed.

"Ho, the 'Lady Penrhyn,' ahoy!" sang out a strong voice, but not the Commodore's. "Why did you burn your signal?"

"We saw an apparition of land," cried back Captain Sever; "white cliffs, lights, and a burning house. It was right ahead. Three of us saw it. Was it not visible to you?"

"No, no," was the reply gruffly bawled, as though the speaker thought we were joking or drunk. "There's no land hereabouts. Is that Captain Sever I'm talking to?"

"Ay, ay," answers Captain Sever.

"Why, then, sir," shouted the other, "it must surely be known to you that we are leagues from the nearest coast!"

"Oh, yes, that's right," answers Captain Sever with some heat. "But three of us saw an apparition which we took to be a coast with the lights of a village, and as the ships were making direct for it I thought it proper to communicate with you."

"Well, there's no land hereabouts," was the answer delivered in a surly voice, "and so you had better let the wind out of your canvas and resume your former position."

It turned out that none of the other ships had seen the visionary land, and why it should have appeared to us three men only of all the company of souls then adrift in that circle of sea, I do not understand, and never shall find out. Captain Sever was secretly mortified by the "Sirius's" reception of his report, but was willing to hold his tongue; particularly when he heard that nobody but us three had seen the coast. The mariner was never held up as an example for sobriety. Many masters of ships in these times drank hard; nothing was made of a shipper falling dead-drunk into the half-deck when the ship was in an uproar with cries of "breakers ahead!" But those who affirmed that, who saw the land, were in liquor at the time, lie. I had not drunk so much as a panicle of water since the dinner hour; and I will swear that Captain Sever and the mate were as sober as I was.

As we slowly made our way over the sea a sail upon the horizon grew in outline, and our spy-glass enabled us to distinguish that she was a three-masted schooner, that her canvas was uncommonly white, almost dazzling, and that she was heading about north-east, as if to intercept us. When she was within a mile of our ship, the time being then four o'clock in the afternoon, she hoisted the American flag inverted as a signal of distress.

Captain Sever called to know what was wrong with the schooner. The man who stood near the tiller answered that he was short of fresh water, and would be eternally grateful if we could supply him with enough to enable him to hold out until he could fetch the coast of New Holland, where he hoped to find what he wanted.

This is terrible, whether in the desert, on the sterile savage coast, or on the ocean. No appeal ever proves more irresistible to the humane sailor than the cry for water. On receiving the American master's report Captain Sever sang out to him to send a boat. The other replied his men were so enfeebled that they could scarcely crawl aloft. On learning this, and to save further parleying, Captain Sever ordered the main-top-sail to be laid aback, and directed me to break out a cask of water. As we had filled up with fresh water at our last port, and were now within a few days' sail of our destination, we might justly reckon that we had plenty to last and to spare. The jolly boat was then got over, and a cask of water carefully hoisted and lowered into her. The captain told me to take charge, bidding me bear a hand or he would lose sight of his consort. Four men got into the boat, and I was pulled away for the American over a long, deep-drawn swell, whose surface ran merrily with the ripples of the breeze.

(To be continued.)

"SHIMOSE."

With respect to this mysterious Japanese explosive, the correspondent of a Home paper had a conversation with Dr. Wada, staff surgeon in the Japanese Navy, who was in charge of the provisional field hospital in Chemulpo, to which the seriously wounded Russian sailors were taken.

"Of the whole number of wounded sailors," he said, "we only received the twenty-four worst cases at our hospital, and these had been on board the *Pascel* for four days before they were sent to us. In most of the cases the fragments of shells or the shrapnel bullets had already been taken out; but I can assure you that what I extracted from the bodies of the wounded were nothing but fragments of shells and, to judge from the size of these fragments, undoubtedly parts of high explosive shells."

Dr. Wada took a parcel out of his bureau. "Here," said he, "is a collection of what I got out of a single man. The shell must have struck part of the rigging, for the fellow explains that it burst some little distance up in the air to the left of him."

"You see this one fairly large piece, quite two inches long, arrow-shaped, with its greatest width about half an inch. Then there are these two pieces about as big as a hazel nut; but all the others and there are one hundred and twenty of them all told—are quite small, ranging from the size of a full-grown pea to that of a pin-head."

Look again at the largest piece! You can perceive the thickness of the outer walls of the shell quite clearly; it is not more than three-eighths of an inch. This shell has been shot from nothing smaller than a six-inch gun. The inference is that nothing but the best steel can have been used for the walls of the shell, to make it stand the pressure in the bore of the gun."

"Nothing but a high explosive" would have been able to smash a strong steel shell to such minute fragments.

I operated on twelve sailors in order to extract fragments of shells from their bodies. In none of them did I find a piece bigger than this one here, and in no case did I find indications that a man had been wounded by shrapnel bullets.

The blood made the decks slippery, and small bits of flesh and bone were scattered about everywhere. One stumbled over an arm here or a leg there. One saw men with their abdomens carried away or with the flesh torn out of their bodies. Do you think anything but a high explosive shell could have done that?"

Dr. Wada was asked if the wounds inflicted by these new high explosive shells were very difficult to cure, and if they were worse than those caused by the old-fashioned shells or shrapnels.

"Decidedly not," he answered. "These shells are meant to kill; but if you are lucky enough to avoid being killed by them, you will have a very good chance of getting off unhurt or with only very slight wounds."

Two sailors were standing on the bridge, together with Captain Eudine, Count Nirod, and a petty officer. One of the new shells struck the petty officer. Now, these shells are provided with fuses which take effect not only on contact with water, but also with parts of rigging, living men, and even with clothing, wherever there is resistance sufficient to alter their speed over so little. The shell exploded and blew the petty officer to atoms; absolutely nothing was found of him afterwards. Count Girod, who stood next to him, was also blown to pieces. All that was found of him was one of his arms. The two sailors were standing a little way off, and the force of the explosion was strong enough to tear all the flesh from the lower parts of their legs; that was why I am amputating them. Captain Rudinoff, who was still a bit further off, was only very slightly wounded in the head by some small fragments of the shell.

"In the old shells it was the fragments of the outer walls and the inner rings or segments which were meant to kill or wound, and the explosive was there only to burst the shell and give an additional impetus to the fragments. In the new shells it is the explosive itself which is meant to kill, and the function of the shell is simply to convey the explosive to places where it shall act."

"As to the limits within which it kills or wounds seriously, I cannot tell you anything definite about it. The force of the explosive is so immense that the velocity of the shell itself will be of no account, and we can consider its limits of killing to form a sphere, the radius of which is as yet unknown—at least to me. The instance of the shell which burst on the bridge proves, however, that it cannot be very large."

"This explosive is a Japanese invention, and its compound is a secret. We call it 'shimose,' and it is probably not very different from the lyddite or the melinite; but it is more explosive than either of these."

The writer asked Dr. Wada if there were any new lessons to be drawn from the war, as far as medical science was concerned. "Well, not exactly," he replied. "But it has emphasised on things, which I am going to write to my Government about. In many cases the fragments of shells had carried with them pieces of clothing, which often caused suppurations of the wounds before they could be extracted. To avoid that, as far as possible, I am going to propose that it be made a rule in our navy that every man, when a fight is expected, shall have his body well washed and his clothes disinfected. Happily, it is a rule with our men in the army as well as in the navy, always to go to

battle in their newest and cleanest uniforms. This is not for any sanitary considerations, but it works the right way all the same. We Japanese used to say that as we always fight like gentlemen, we will also die like gentlemen, and dress like gentlemen."

WEIHAIWEI.

The following interesting letter appeared in the Times:

June 6.

Sir,—There are a people in England, naval men for the most part, who know where Weihaiwei is, and take an interest in it. The interest which is felt by those of us who have visited Weihaiwei and its near neighbour Port Arthur must be considerably heightened when we are in the Far East because inevitable (and that in the Japanese calculations, was probably a long time) the islands doubtless made the capture of Port Arthur their principal objective. They are getting very near the goal now.

After running away from the Russians in Port Arthur, we acquired, by a very unique instrument, a certain interest in the territory called Weihaiwei, the island of Lia-kung, and the adjacent waters. The first paragraph of the convention between England and China concluded at Peking on July 1, 1898, reads as follows:

"In order to provide Great Britain with a suitable naval harbour in North China and for the better protection of British commerce in the neighbouring seas, the Government of His Majesty the Emperor of China agree to lease to the Government of Her Majesty the Queen of Great Britain and Ireland Weihaiwei, in the province of Shan-tung, and the adjacent waters for so long a period as Port Arthur shall remain in the occupation of Russia."

Observe the words I have italicized, for the lease appears to be running out, and it is perhaps as well that His Majesty's Government did not spend on Weihaiwei the £4,000,000 which, in some quarters, was roughly estimated as necessary to make it a useful and safe naval base. Does it not seem an oversight that there is no provision in the lease for recovering the cost of permanent improvements made by the tenant, especially if he must leave without notice? Fortunately we shall have to deal with the obliging Chinese, who, when England wants a suitable naval harbour in North China, give Weihaiwei, having already persuaded Russia to accept Port Arthur as a useful terminus for the Manchurian railway, and successfully pressed Germany to occupy Kiaochow and spread herself about the coast of Shan-tung, if more space is wanted for legitimate expansion.

I have been banded for saying the Chinese possess many good qualities, but having regard to their large generosity, I did them less than justice. There are other people—say the Patagonians—with whom we might have had serious difficulty over such a treaty. But will it be rather unusual if, because A takes from B something prophetically described in *The Times* as "a warm port," C must therefore be deprived of the "suitable harbour" he had leased from D?—Yours obediently,

FRANK SWETTEN, A.M.

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